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HONGKONG, WEDNESDAY, JULY 29TH, 1925

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TIME-TABLE.

WEEK DAYS

Stations	Dep.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yau Ma Tei	Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	Dep.	7.03	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Tai Po	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai Po Market	Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanning	Dep.	7.32	10.03	11.18	12.48	2.03	5.23	6.18	7.58
Shenzhen	Dep.	7.38	10.07	11.22	12.53	2.07	5.27	6.22	8.02
Shenzhen	Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.09

Stations	Dep.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Shenzhen	Dep.	7.21	8.05	10.38	11.40	3.00	4.17	5.13	5.08
Shenzhen	Dep.	7.28	8.12	10.45	11.47	3.07	4.24	5.20	5.15
Fanning	Dep.	7.32	8.16	10.49	11.51	3.11	4.28	5.24	5.19
Tai Po Market	Dep.	7.42	8.23	10.53	12.02	3.21	4.38	5.34	5.29
Tai Po	Dep.	7.48	8.30	11.04	12.07	3.25	4.42	5.38	5.33
Shatin	Dep.	7.59	8.43	11.17	12.21	3.38	4.53	5.49	5.44
Yau Ma Tei	Dep.	8.13	8.55	11.29	12.33	3.50	5.05	6.01	5.56
Kowloon	Arr.	8.20	9.03	11.37	12.41	3.58	5.13	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yau Ma Tei	Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	Dep.	7.03	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Tai Po	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai Po Market	Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanning	Dep.	7.32	10.03	11.18	12.48	2.03	5.23	6.18	7.58
Shenzhen	Dep.	7.38	10.07	11.22	12.53	2.07	5.27	6.22	8.02
Shenzhen	Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.09

Stations	Dep.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Shenzhen	Dep.	8.19	10.38	11.40	3.00	4.17	5.40	6.09	
Shenzhen	Dep.	8.19	10.45	11.47	3.07	4.24	5.46	6.15	
Fanning	Dep.	8.23	10.49	11.51	3.11	4.28	5.51	6.20	
Tai Po Market	Dep.	8.33	10.59	12.02	3.21	4.38	6.01	6.30	
Tai Po	Dep.	8.37	11.04	12.07	3.25	4.42	6.05	6.34	
Shatin	Dep.	8.42	11.17	12.21	3.28	4.45	6.18	6.47	
Yau Ma Tei	Dep.	8.55	11.29	12.33	3.50	5.07	6.30	6.59	
Kowloon	Arr.	9.11	11.37	12.41	3.58	5.15	6.38	7.07	

SHA TAU KOK BRANCH.

Stations	Dep.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Fanning	Dep.	7.45	11.30	12.00	1.30	5.30	6.00	7.10	
Shenzhen	Dep.	8.40	12.25	1.15	2.45	6.45	7.15	8.25	
Shenzhen	Arr.	8.40	12.25	1.15	2.45	6.45	7.15	8.25	

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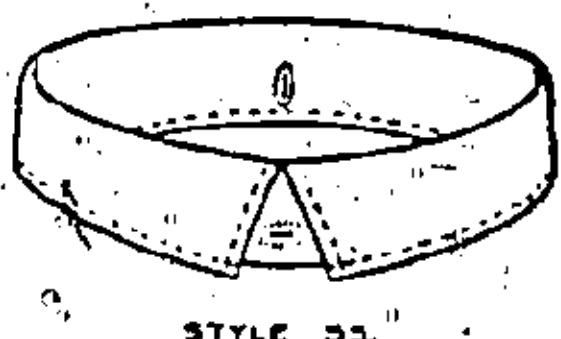
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GENTS OUTFITTERS,
HONGKONG.

PATROLLING THE BORDER.

SHOOTING OF CHINESE WOMEN AT
MAN KAM TO FERRY.

"DAILY PRESS" REPORT
CONFIRMED.

As the Daily Press announced on July 22nd two Chinese women were shot by a patrol of agitators whilst crossing the Shumchun River with a boatload of fruit.

The report of the Assistant Superintendent of Police, New Territories, to the Captain Superintendent of Police, confirms the Daily Press information and gives further details of the incident.

This report states:—
"Many and various stories have been circulated regarding the incident, the last information received by me and reported to you being to the effect that one woman only was shot. This information as reported appeared to be correct but, having caused further enquiry to me made, I find that the real facts are as follows:—

About 3 a.m., 18th July, 1925, eight Chinese women went to Man Kam To Ferry, from Heung Sai, Chinese Territory, with the object of crossing over into British Territory. The reason for their crossing at that hour was to carry away some baskets of liches which had, the previous evening, been conveyed to the British side of the river and there left.

The women, on arriving at the river, went and untied the ferry boat which was moored on the Chinese side of the river. Some of them got into the boat and others were engaged in pushing the boat off when they were hailed by a Labour picket and ordered to return.

The women refused to obey the order, whereupon the picket fired, killing instantaneously one woman and mortally wounding another. The latter was subsequently carried to Heung Sai village, by her daughter (also in the party and who escaped uninjured), and there died. Two other women jumped into the river and were drowned, their bodies having not yet been recovered. The remaining women, three in number, were arrested by the picket and sent next day to Canton. They were subsequently released, one woman returning to Heung Sai on the 20th July 1925, and the two others on 22nd July 1925.

The women all came from Heung Sai, Chinese Territory, the description of them being as follows:—

- 1.—Name unknown. Wife of Cheung Kwan, Heung Sai village. Shot and instantaneously killed.
- 2.—Surname Wong. Wife of Cheung Kwan, Heung Sai village. Died at Heung Sai.
- 3.—Kwai Mui, daughter of No. 2. Escaped uninjured. Carried her mother back to Heung Sai.
- 4.—Name unknown. Wife of Cheung Chiu, Heung Sai village. Jumped into the river and was drowned.
- 5.—Ah Kit, daughter of Cheung Chiu, Heung Sai village. Jumped into the river and was drowned.
- 6.—Name unknown. Wife of Cheung Cheuk Wan, Heung Sai village. Taken prisoner to Canton and released and returned to Heung Sai, 20th July 1925.
- 7.—Name unknown. Wife of Cheung Pak Chun, Heung Sai. Taken prisoner to Canton and released and returned to Heung Sai, 22nd July 1925.
- 8.—Name unknown. Wife of Cheung Yam, Heung Sai. Taken prisoner to Canton and released and returned to Heung Sai, 22nd July 1925.

(Sd.) W. G. GERRARD,
Assistant Superintendent of Police,
New Territories.

STAR FERRY SERVICE.

EUROPEANS TO BE REPLACED
BY CHINESE.

According to present arrangements, the European deck officers and engineers will be taken off the ferries at the end of the month. For the last few days one of the ferry boats has been completely under Chinese control, while on the others Europeans have been acting chiefly as instructors.

The Colony owes a debt to the naval ratings and members of the mercantile marine, who have so ably maintained communication between the island and the mainland.

Though in certain quarters criticism has been levied at the Company for shortcomings with regard to adherence to the time schedule, it should be borne in mind that when the Chinese coxswains are in charge there are always two of them—one takes the wheel, while the other works the telegraph and keeps a look-out.

When naval ratings and merchant marine officers were in charge, there was only one man in the wheel-house.

An additional difficulty with which the merchant service officers have had to cope has been the lack of experienced men to handle the ropes.

ICE HOUSE STREET.

PESSIMISM AND OPTIMISM.

[BY ARONS.]

"What about today's settlement?" I said to one of the early birds in Ice House Street yesterday morning.

"We have had one false start," was the reply, "but before the day is out I expect we shall have completed three-quarters of the course."

"Is it true that this business is going to see a lot of you go out?" I asked.

"Some of those who have been taking unjustified risks, will, undoubtedly find it difficult to get on their feet again, but I shall be greatly surprised if many of the familiar faces are missing when things become normal again. To state that the share-dealing circles of the Colony are utterly demoralised is a libel on brokers and operators alike and evinces a sad lack of appreciation of the difficulties under which we are all labouring at the present moment. To-day's settlement may not carry us very far but the movement, at any rate will be forward."

THE PESSIMIST.

The next man I ran across does a big business with all classes of the community, but caters especially for the smaller fry.

"I have paid all my small clients in full," he said, "and as soon as I can collect what is owing to me I shall settle with the bigger men and the brokers. It is true that some of us have received lawyers' letters, but I am confident that within a few weeks it will be realised that recourse to the Courts in most cases will mean 'throwing good money after bad.'"

"You can class me as a pessimist as nothing can convince me that any benefit has been gained by the appeal to the Government and the consequent terms of the June Settlement."

When banking facilities were withdrawn, I consider a meeting of brokers and clients should have been convened and a basis for settlement reached by a majority vote. As matters now stand the small operator has received his death warrant, the effect of which is bound to recoil on the heads of the brokers.

"Postponement of the June Settlement until a few weeks later in all probability would have found the bankers in a far more tractable mood. Their reasons for refusing facilities were not necessarily solely dictated by conditions in Ice House Street or even in the Colony. You must be aware that there are far larger issues involved."

In an effort to solve the puzzle of the "larger issues," I sought out a friend whose dealings are by no means confined to share transactions. His solution follows:—

"The action of the banks, in my view, is part and parcel of a general scheme to move cautiously until affairs in China are settled. It is generally known that investors in mortgages on land and household property are showing the utmost caution and refusing loans, for the time being, upon security which they acknowledge would be readily accepted if times were normal. There is a general feeling that it is wiser to await the decision of the Powers *vis-a-vis* China before investing in local securities."

Unfortunately, this action has been translated by some Chinese as signifying that the Hongkong Government has advised caution.

"The Government, however, as most people are aware, was reluctant to take any part in the June Settlement. In actual fact, beyond passing the necessary legislation, the Government *per se* did not even hold a watching brief."

"It has been stated, with a modicum of truth, that large sums are still owing by the Chinese over the June Settlement. I have not heard of one authentic case of refusal to settle, but doubtless some clients have asked for time."

"I am disclosing no secret when I tell you that the actual state of affairs *vis-a-vis* being explained to these Chinese, from whom cheques are due to brokers, and those in charge of the negotiations are confident that cheques will be forthcoming without further delay."

MR. BIRKETT'S VIEWS.

Mr. H. Birkett, Chairman of the Hongkong Stock Exchange, made the following statement, yesterday afternoon:—

"The July Settlement was a very small one. It was carried out on similar lines to that of June as far as the brokers were concerned."

"All that remains to be done now is to arrange outstanding differences between brokers and clients on both settlements."

"Undoubtedly there have been a number of set-offs at the Settlement, which will tend to clarify the atmosphere."

"The outlook is by no means as gloomy as some persons would have us believe."

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ARMED ROBBERY AT WANCHAI.

TWO MEN ARRESTED.

On Sunday morning, three men entered a shop in Bowring Canal Road West, Wanchai, under pretence of buying something, and held up two women. One of the men was armed with a dagger and another with a revolver. After tying up the women the men decamped with goods valued at \$100. A young lad in the shop had, however, given the alarm, and one of the robbers was caught by the owner of the shop who was working lower down the street. A dagger was found in the man's possession. Another of the robbers was chased as far as the Civil Service Club, where he ran into a picket of police and was easily captured. Some of the stolen property was found in his possession. The other robber escaped.

The two men appeared before Mr. S. B. B. McElderry at the Central Magistracy yesterday, and were formally remanded.

Death from natural causes was the verdict passed at an inquest at the Central Magistracy yesterday, when Mr. R. A. D. Forrest acted as Coroner, on Chan Yung, a coolie, who died in Victoria Gaol on Monday. Deceased had been sentenced a month ago to nine weeks' hard labour for having non-Government opium in his possession.

PO HING FONG EXCAVATION.

Work still continues at Po Hing Fong, on the scene of the recent flood disaster. Within the last two days no further bodies have been recovered from the ruins, the total remaining at dead, 85; injured, 29.

The members of the Fire Brigade, who ever since the catastrophe occurred had been engaged on the scene, have been relieved from the work for the past couple of days. Many of them have suffered a little from the effects of being in close proximity for so long a time to the decomposed bodies. The work is now being carried on by coolies under the P.W.D.

Up to a late hour last night no bodies had been recovered during yesterday.

POLICE COURT ITEMS.

Sixteen Chinese appeared before Mr. E. W. Hamilton, at the Kowloon Magistracy yesterday morning, and were each fined \$2 with four days' hard labour in default for hawking without a licence.

A Chinese who was charged on Monday before Mr. S. B. B. McElderry with having used bad language as a "Star" Ferry boat passed his junk in the harbour on Sunday, and so provoked Mr. E. L. Stainfield and a Mr. Anderson, that they had the man arrested, again appeared at the Central Magistracy yesterday. He was discharged.

THE LOCAL STRIKE.

TRADE MAINTENANCE BUREAU'S ACTIVITIES.

A meeting of the Trade Maintenance Bureau was held at the City Hall yesterday under the Chairmanship of Mr. Ho Sai Kwong. The principal question discussed was that of restoring the rice business of the Colony to its normal channels. It was explained that before this could be brought about, certain Government restrictions for the conserving of food-stuffs should be eased, though the necessity for the conservation of a sufficient supply of grain for emergency needs must not be lost sight of. It was stated that at present the merchants had about 200,000 bags in stock which were sufficient to feed the Chinese population for the next three months, but at the same time a great deal of business could have been done without stocks being affected by the natural process of importation and exportation. As matters stood the merchants were reluctant to commit themselves largely in the matter of imports.

It was decided to ask the two Chinese members of the Legislative Council to go into the matter.

The Bureau since it came into being has helped considerably to bring the Colony's trade back to normality. It has also been largely responsible for inducing the cargo coolies and tallymen to return to work and an effort is now being made by its members to restore the steamship service between Hongkong and Canton.

H.V.D.C. DEMOBILISATION.

The rumours that have been current for the past week or two regarding the demobilisation of the Hongkong Volunteer Defence Corps have at last materialised to a certain extent. Members of some companies of the Corps have already handed in to the stores their arms and equipment and have discarded uniform and puttees for civilian attire.

The Reserve Company were demobilised some days ago and yesterday saw a partial demobilisation of the rest of the Corps commenced, only certain sections being retained for special duties. Among those already demobilised are members of the Artillery Company, Nos. 5 and 6, Platoon of the Scottish Company, and a number of officers, N.C.O.'s and men from each platoon of the Infantry Company. The armoured car Company have only to find one or two men daily for particular duties, and this evening the Engineer Company will parade to hand in arms and equipment prior to demobilisation. The whole of this Company is being demobilised, with the exception of the wireless section.

In view of the partial demobilisation, the system of patrolling daily the East, West and Central districts of the City has now been discontinued by the Volunteers. As the Dairy Farm and Lower Peak Tram station guards have also been discontinued, the only extra duties from normal times are the Headquarters Guard, telephone duty and occasional parades. The strength of the Headquarters Guard has been increased to one N.C.O. and 8 men, in order that the telephone duty may be combined with guard duty.

Several more recruits have joined the Corps during the last few days.

PRINTING OFFICE RAIDED.

The Wong Fat Press, 68, Hollywood Road, was raided on June 22nd and found to have been engaged in the printing of seditious literature, but as no power was then invested in the Police officials nothing was done immediately concerning the matter. The necessary Order in Council, having now been passed, the business was confiscated yesterday, under the superintendence of Mr. B. A. D. Forrest, Police Magistrate.

SHIPPING NEWS.

At 9 a.m. yesterday, the total number of vessels in the Harbour was 92, of which 55 were British, as against a total of 92 (53 British) for the corresponding period. The Harbour Office report showed that for the 24 hours ended at 9 a.m. yesterday there were 11 arrivals and eight departures, compared with four arrivals and five departures for the previous twenty-four hours. Of the arrivals, five were British, one Portuguese, three Dutch and two Chinese.

Mails were entered by the *Surat* from Durban and Singapore; the *Antenor* from Liverpool and London; the *Takliwa* from Calcutta and Singapore; the *Gleniffer* from London and Singapore; and the *Gemma* from Bremen and Manila.

The *s.s. Li Sang* which arrived at the end of last week from Japan manned by a Japanese crew, cleared this port yesterday afternoon for Calcutta via Singapore. Her Japanese crew, and a few Chinese will work the steamer to Singapore, where she will be re-manned by an Indian and Lascar crew to continue the trip to India.

From a report in the Harbour Office yesterday relating to the *s.s. Hwa Tai*, from Canton, it was gathered that this steamer was observed off Waglan to be in British waters on its way from Canton during the past week-end. As no form concerning the boat had been left at the Harbour Office, the representatives of the owners in Hongkong were communicated with and the necessary regulation was accordingly complied with. The report made out shows that the *Hwa Tai* is on her way to Shanghai and will return shortly. It is suggested that on her return she will possibly carry food supplies to Canton.

THE RIVER STEAMERS.

The action of the Seamen's Union in Canton in stopping steamers running from Canton to Macao as a means of preventing strikers returning to Hongkong via that route has not proved so effective as they anticipated. The steamer service between Hongkong and Macao is still being continued and on Monday afternoon the *Charles Hardouin* came back to Hongkong from Macao after having waited there for the arrival of the tow-boat from Shekhi. The *Charles Hardouin* brought to Hongkong about 500 passengers and other steamers arriving from Macao also brought many passengers.

Now the steamers from Canton to Macao have been stopped by the Seamen's Union, the strikers are returning to Hongkong via Shekhi and Macao.

Another means of indirect communication established is by way of Kowloon. It is anticipated that there will be another exodus from Canton to Kowloon, where passengers will ship for Hongkong via Macao.

One of the steamers on the Hongkong-Macao service has dropped out. This is the *Sun Ning*, which on arrival from Macao on Monday went straight to dock for repairs. The other steamers which continue to run to Macao and back daily are as under:—The Hongkong, Canton and Macao Steamboat Company's *Sui Tai*, which returned on Monday from Macao and sailed for Macao again yesterday morning; the *s.s. Sai On* (later ship to the *Tung On*); the *s.s. Charles Hardouin*; the *s.s. Paul Beau*; the *s.s. Ukuen* (now the *s.s. Ko Chou*).

The *Tung On* has now been completely transferred to the Naval authorities and it was learned, on enquiry yesterday, that she will be run as a commissioned ship of H.M. Navy. The mercantile marine officers who were on the ship's articles and had remained with the ship while running the White Ensign were paid off during the week-end. The Naval crew who have been with her during the past two weeks will remain on the *Tung On* until a regular draft replaces them. On Monday the *Tung On* went to the Naval Yard and took on coal and left Hongkong yesterday morning with supplies for Shanghai. She will be principally employed, it is understood, for the conveyance of supplies to Shanghai.

GENERAL NOTES.

The markets are now well stocked with fish, fruit and vegetables.

The Sanitary and Post Office services are working efficiently and smoothly.

Mac's Cafeteria will not re-open until Saturday. An inadvertent mistake was made in our issue of yesterday when the date of opening was given as last Monday.

On enquiry at the Naval Yard yesterday it was stated that since last week no more workers had returned.

Mr. N. L. Smith, Head of the Sanitary Department, stated yesterday that he hoped to sign on at the beginning of next month sufficient coolies for the sanitary work of the Colony. At present several hundreds are employed but as yet none of them are on the permanent staff. All workers taken on at the beginning of August will be employed permanently.

From August 1st, the following charges are to be made for meals at the Hongkong, Peak and Repulse Bay Hotels:—Breakfast, \$1; tiffin, \$1.50; dinner, \$1.50. As will be seen from our advertisement columns, since the commencement of the strike one hundred thousand meals have been served in the Hongkong, Peak and Repulse Bay Hotels. The management and staff are to be congratulated on performing such a stupendous task cheerfully and efficiently.

SERVANT REGISTRATION THE VOLUNTARY SYSTEM.

Mr. P. H. Shaw, of the Domestic Servants' Employment and Registration Bureau, writes:—"The main and apparently the only objection in the minds of the speakers at yesterday's meeting at the Theatre Royal was that a private bureau would make possible the exploitation of servants through the administration of that bureau arranging for, or conniving at, frequent changes of employment by those servants, thereby bringing in to the bureau increased fees. It should be fairly obvious that this is a weak suggestion, as there is no doubt at all, keeping in view the fact that such a bureau, to be successful, must enjoy a full measure of confidence both from employer and employee, that such a policy would be absolutely suicidal so far as the continued existence of the bureau was concerned."

Mr. Shaw prepared a speech on the subject of registration for the Theatre Royal Meeting, but it was not delivered. It was as follows:—

Having opened a Domestic Servants' Employment and Registration Bureau some short time before the present strike began, I am naturally interested in the question of Servants' Registration and should like to lay before this meeting a few of my views on this matter. I may say that the organisation is only in an embryo stage, and although it is in working order, modifications may be necessary from time to time. Registration cards are already available, these being made to contain photo, thumbprint, signature, etc., of the servant.

H.E. the Governor has pointed out the difficulties likely to be experienced by an attempt to enforce Compulsory Registration. But, whilst anything of a compulsory nature might be impracticable, I am of opinion that a system of voluntary Registration would ultimately be of much value. The idea of registration of servants generally has recently been strongly opposed in the press, some of the arguments against it being that photographs were unreliable and that thumbprints were associated solely with the province of crime. As regards photographs, it is common knowledge that most passports in use rely to a great extent on them; which should be sufficient argument in their favour. Referring to thumbprints, cases might be quoted, where, in dealing with natives of the East, they are accepted in lieu of signatures (or in addition to them); e.g., in the case of Native Pay-Rolls in establishments in the army of India. In addition I believe many important mercantile firms use them in connection with pay-rolls, etc. Surely such recognised use of thumbprints should be sufficient to dispel their association with crime. It seems to me that the two objections mentioned cannot be of a very grave nature.

On the other hand, I think Voluntary registration would be productive of a much higher standard of efficiency amongst servants. My reasons are:—

1.—One would stand a much better chance of knowing exactly who one's servants were. Record cards would be difficult to "fake". Photographs, of course, might be changed but the same would hardly apply to thumbprints.

2.—Record cards would encourage servants to do better work, as those certificates, if satisfactory, would provide them with a greater guarantee of future employment and enhanced wages.

3.—Were a servant, as has been suggested recently, to receive an undeservedly adverse conduct mark by an unreasonable employer, he could destroy his card and thus place himself in a position of not having registered at all; though in a case of this kind, the Registration Bureau will take reasonable measures for the reinstatement of apparently wrongfully discharged servants.

Thus it seems to me that a scheme of Voluntary Registration is highly likely to avoid both the evils of:—

1.—The possibility of becoming inoperative, and,

2.—The possibility of a servant's career being blighted by any injustice on the part of the employer, whilst the full benefits of increasing the status and efficiency of those servants who came within its scope would be maintained and multiplied.

I may say that I have written to the Government Department concerned and have asked that the Government supervise the Bureau. As yet, no reply has been received by me. Should the Government agree to supervise it, all well and good. On the other hand, should they refuse, the various Residents' Associations might be willing to elect a representative each to form a supervisory Committee.

CORRESPONDENCE.

TRIBUTE TO SIR JAMES JAMIESON.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—As the result of the Resolution carried at the Meeting held at the Theatre Royal on Monday evening, I have addressed the following letter to Sir James Jamieson:—

"Dear Sir James.—At a very crowded meeting numbering about 500 people held yesterday evening in the Theatre Royal, the following Resolution was proposed and not only unanimously carried, but carried with great acclamation, and as Chairman I was asked to communicate it to you, and have much pleasure in so doing:—

"That this crowded Meeting of Hongkong residents assembled to consider the present crisis in Hongkong and South China, desires to express its confidence in Sir James Jamieson and its admiration of his conspicuous ability with which he is handling the very difficult and trying situation."

"With kindest regards and best wishes, I am, Yours very sincerely, (Sgd.) P. H. HOLYOAK."

Yours sincerely,

P. H. HOLYOAK.

HIGH COMMISSIONER FOR THE FAR EAST.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—"Citizen" in your issue of July 27th begins by clearing the ground in orthodox fashion, and I like his "Britain is represented in the East because of trade" and the title "Superintendent of Trade" in connection with the Far East. By the concluding paragraphs of his letter, however, I have doubts whether he is the writer of experience and ingenuity I hoped would come forward.

But may we have another letter from him? I should like for instance to hear his comments on my suggestion that in the first place British trade interests in Canton and Hongkong are to an appreciable extent not only not identical but antagonistic, and that in the second place the official in charge of British interests in both would be more suitably named Superintendent of Trade in South China than "High Commissioner for the Far East." Why for instance should a person who would have to spend the whole of his time in looking both ways on the Canton River be chosen as the obvious and ideal protector of British interests in Peking and Japan, Vladivostok and Sarawak? High Commissioner for the West River, perhaps, but not "High Commissioner for the Far East."

Why has "Citizen" such a contempt for the Board of Trade? Surely the logical conclusion of his remark "Britain is represented in the East because of trade" would be to make that Department paramount out here. His suggestion that the Foreign Office should be in supreme control stimulates thought but needs elaboration. I feel confident however that "Citizen" is too much a man of perception to include in it that the Colony of Hongkong should be managed by the Foreign Office as at present constituted.—Yours faithfully,

DOUBTER.

July 27th, 1925.

DOLLAR AND CENTS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—On two occasions in buying things in Hongkong recently, on tendering a Hongkong silver dollar, I was told it was only worth 96 cents. At the Hongkong and Shanghai Bank and the Post Office these dollars were accepted without demur.

This looks like a swindle, but may be merely a misunderstanding. Perhaps if you would give this letter publicity someone whose business it is may take notice. Of course, with Chinese or Mex. dollars or yen there might be some reason that the dollars tendered were Hongkong dollars.—Yours sincerely,

ALFRED W. EDMUNDS.

GREAT SHOE SALE.

LANE CRAWFORD'S offer the Whole of their Stock of LADIES' SHOES including all this Season's Models at BARGAIN PRICES to Clear.

WHITE CANVAS SHOES	From \$5.50 Pair.
"BUCK"	7.50
"KID"	7.50
EVENING SHOES	1.00
BLACK WALKING SHOES	3.50
BLACK and BROWN BROGUES	2.50
ODDMENTS	1.00

FOR 3 DAYS ONLY.

Thursday, Friday and Saturday.

JULY 30th, 31st, and AUGUST 1st.

SIZES: 2½ TO 8 INCLUSIVE

FITTINGS: A. B. C. D.

THE MOST COMPREHENSIVE RANGE IN THE COLONY.

LANE, CRAWFORD'S LADIES' SALON.
PEDDER STREET.

JUST ARRIVED by S.S. "ANGKOR."

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Uricemia and arthritis
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Glycosuria
Pyelitis and Chronic
Cholelithiasis
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SOURCE HEPAR

Biliary Lithiasis
Biliary Infection
Hepatic Colic
Insufficient Biliary Secretion
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20% Discount Sale

Note

Ends on Saturday, Aug. 1st.

NEW ADVERTISEMENTS

HONGKONG HOTEL.
PEAK HOTEL.
REPULSE BAY HOTEL.

ON and From the 1st AUGUST, 1925, until Further Notice, the following Charges will be made for Meals:

Breakfast \$1.00
Dinner \$1.50
Supper \$1.50

The Management has hitherto been reluctant to increase Charges but is now compelled to do so owing to the use of Imported Produce to a Greater Extent than was necessary before the Present State of Emergency arose.

THE HONGKONG AND SHANGHAI HOTELS, LTD. [2466]

NOTICE.

JULY TELEPHONE DIRECTORY.

THE ENGLISH SECTION OF THE JULY EDITION OF THE TELEPHONE DIRECTORY is now Available at the following Addresses, between 9 a.m. to 5 p.m. on Week Days:

15-17, QUEEN'S ROAD, CENTRAL.
PAUL SPOON (By Authority of Messrs. LAM & CO. LTD.)
12, CLARENCE ROAD, KOWLOON.

Subscribers are Requested to deliver up their Old Directories when applying for their New Copies.
The Chinese Section will be Available at an Early Date. [2468]

ROYAL HONGKONG GOLF CLUB.

DEEP WATER BAY—Service is now normal except that No Meals other than Tea can be served at present. It is hoped that Full Service of Meals will be available by 1st AUGUST.

FANLING—The Men's Club House is Closed, but the Ladies' Club House is Open and Members can obtain Drinks and Baths there, but should make their own arrangements for Food, Ice and Towels.

By Order,
E. D. MATTHEWS,
Secretary. [2467]

NOTICE TO CONSIGNEES.

M.S. "ESQUILINO."

CONSIGNEES OF CARGO per this Vessel are Notified that following her stranding near Massowah in the Red Sea, her Cargo has been landed at Massowah where it will be shipped on board the S.S. "GERANIA" and as "DUCHESSE D'ARISTOT" which are due in Hongkong on the 31st and 1st SEPTEMBER respectively.

DODWELL & CO., LTD., Agents. [2470]

NOTICE TO CONSIGNEES.

"ELBERMAN" LINE.

NEW EUROPE.

THE Steamship "KNOWSLEY HALL" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Red Sea, her Cargo is being landed at Massowah where it will be shipped on board the S.S. "GERANIA" and as "DUCHESSE D'ARISTOT" which are due in Hongkong on the 31st and 1st SEPTEMBER respectively.

All Claims against the Steamer must be presented to the Underwriter on or before 10th August, 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 28th July, 1925. [2469]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

WITH reference to the Notice dated the 1st May, 1925, sent to Shareholders of the Company, whereby a Final Call of \$5.00 per share was made payable on the 1st August, 1925, the General Managers have decided in view of the Present Condition of Affairs to extend the Time for Payment of this Call.

Notice is Accordingly Hereby Given that the said Date for Payment of the said Final Call is Extended until the 2nd NOVEMBER, 1925, and that the Form of Bankers Receipt already sent to Shareholders can be used as though the Date named therein were the 2nd NOVEMBER, 1925.

For THE HONGKONG ROPE MANUFACTURING CO., LTD.,
SHEWAN, TOMES & CO.,
General Managers. [2454]

FOR SALE.

BY THE UNITED STATES GOVERNMENT NAVY DEPARTMENT.

"AS IS" and "WHERE IS" THE U.S.S. "AJAS," ex "COLLIER" "SCINDIA."

FOR Full Particulars regarding Terms of Sale and Inspection of Vessel, apply to the SUPPLY OFFICER, U.S. NAVAL STATION, CAITIZ, P.I.

Vessel Open for Inspection from JULY 15th, 1925, to AUGUST 15th, 1925, both Dates inclusive, between the hours of 8.00 a.m. and 4.00 p.m. SUNDAYS and HOLIDAYS EXCEPTED.

BIDS will be Publicly Opened at 2.00 p.m., AUGUST 14th, 1925.

Copies of Circular Proposals may be obtained at AMERICAN CONSULATE-GENERAL. [2435]

INTIMATIONS

LABOUR OFFICE.

WITH Reference to the Notice of JUNE 22nd requesting all Persons wishing to offer their Services in the Public Interest to report to the Office of the Labour Controller, report to the Office of the Assistant Controller of Labour (Chinese) WILL REMAIN OPEN until Further Notice.

G. M. YOUNG,
Controller of Labour.
Hongkong, 23rd July, 1925. [2458]

THE HONGKONG ELECTRIC CO., LIMITED.

As practically all the Chinese Employees have Absented themselves from Work and the Remainder of the Staff is required for the maintenance of the Electric Supply, the Company asks Consumers to Call at the Head Office, P. & O. BUILDING (3rd Floor), and Pay their Accounts which are now ready.

GIBB, LIVINGSTON & CO., LTD., Agents. [2432]

THE HONGKONG AND SHANGHAI HOTELS, LIMITED.

WITH reference to the Offer of New Shares dated the 15th May, 1925 (made to Existing Shareholders of the Company) by the terms of which the sum of \$7.50 per share was to be paid on the 30th June, 1925, and the sum of \$5.00 on the 30th September, 1925, the Directors have decided (in view of the present condition of affairs) to extend these Dates.

The Date for Payment of the First Instalment of \$7.50 per share is accordingly extended until the 30th SEPTEMBER, 1925, and the Date for Payment of the Second Instalment until the 31st DECEMBER, 1925.

As regards shareholders who take advantage for these extended times, the New Shares allotted to them will rank for Dividend as from the 1st OCTOBER, 1925, in respect of half the nominal value thereof and as from the 1st JANUARY, 1926, in respect of the full nominal value thereof.

Any Shareholder who makes payment prior to the due date will be allowed interest at 7 per cent per annum on the amount paid by him from the date of payment until the due date.

This Notice will not affect those Shareholders who make payment on the original dates, i.e., as regards the First Instalment on the 30th JUNE and as regards the Second Instalment on the 30th SEPTEMBER. The Shares to be allotted to them will in accordance with the original terms of the offer rank for Dividend on One-half the nominal value as from the 1st JUNE, 1925, and on the Full nominal value as from the 1st OCTOBER, 1925.

By Order of the Board,
J. H. TAGGART,
Managing Director. [2361]

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

WITH reference to the Offer of New Shares dated the 10th JUNE, 1925 (made to Existing Shareholders of the Company) by the terms of which the sum of \$30 per share was to be paid on or before the 15th JULY, 1925, and the sum of \$30 per share on or before the 1st OCTOBER, 1925, the Directors have decided that as regards these Shareholders (having a registered Address in the Far East) who do not feel themselves (owing to present circumstances) in a position to accept the Company's Offer on or before the 15th JULY, 1925, a further opportunity shall be given to them to take up the New Shares.

Such Shareholders may accordingly take up the New Shares on or before the 15th day of SEPTEMBER, 1925, and may pay the First Instalment of \$30 per New Share on or before that Date. They will, however, be required to pay Interest at 6% per annum on the amount of such First Instalment from the 15th day of JULY, 1925, until the Date of Payment.

The Second Instalment of \$30 per share will be Payable Not Later than the 15th DECEMBER, 1925, and Interest upon it will be Payable from the 15th OCTOBER, 1925, at the Rate of 6% per annum until the Date of Payment.

This Notice will not affect those Shareholders who accept or have accepted the Original Offer and who make payment on the Dates originally fixed, i.e., as regards the First Instalment on or before the 15th JULY, 1925, and as regards the Second Instalment on or before the 15th OCTOBER, 1925.

By Order of the Board,
R. M. DYER,
Chief Manager. [2338]

TO LET.

OFFICE in UNION BUILDING—TWO ROOMS on Fourth Floor.

Apply—UNION INSURANCE SOCIETY OF CANTON, LTD. [2173]

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).

Apply—SECRETARY, A. S. WATSON & Co., Ltd. [2339]

TO LET.

COMMERCIAL SHOP and PREMISES, in ALEXANDRA BUILDINGS, from 1st SEPTEMBER NEXT.

Apply—SECRETARY, A. S. WATSON & Co., Ltd. [2339]

TO LET.

2 NEWLY-CONSTRUCTED 3-Storeyed Semi-detached HOUSES with Garages attached situated on Inland Lot 2335 BRUNNEN ROAD, marked by Sign-board of SHUN SHING CONTRACTOR just a little above MORISON'S GAY ROAD. Occupation about June 1st.

Apply—SANG KEE, New Bank Building. [2221]

INTIMATIONS

THE BEN LINE STEAMERS, LTD.

S.S. "BENVOLICIA."

FROM LEITH, MIDDLESBRO, ANTWERP & LONDON.

CONSIGNEES OF CARGO per the above-mentioned Steamer are hereby Notified that owing to the Existing Strike Conditions Cargo for Hongkong is being Discharged at Singapore where it will lie at the Risk and Expense of the Owners of the Goods.

Consignees are accordingly recommended to make the necessary arrangements as regards Insurance, etc.

GIBB, LIVINGSTON & CO., LTD., Agents. [2464]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SICILIA."

ARRIVED HONGKONG ON 29th JULY, 1925.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES OF Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed in transit in the Hongkong and Kowloon Wharves and Godowns Company's Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf ex B.I.S.N. and E. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the free storage period.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th August, 1925, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MAcKINNON, MAcKENZIE & Co., Agents. [2463]

EQUITABLE EASTERN BANKING CORPORATION.

AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. \$2,750,000

HEAD OFFICE:

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NEW YORK

BRANCHES:

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General Banking and Exchange Business. Interest Allowed on All Deposits. Rates on Application.

LONDON AND PARIS AGENTS:

EQUITABLE TRUST CO., of N.Y.

38, D. M. BIGGAS, Manager.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—HONGKONG.

Authorized Capital \$10,000,000
Paid-up Capital 5,000,000
Reserve Fund 1,000,000

DIRECTORS:

Hon. Mr. Chow Shou Son, Chairman
Fung Ping Shan Ng Ching Luk Hayuh Tai
Li Koon Chun Pong Wai Ting Kan Ying Po
P. K. Kwok Mok Ching Kong Chan Ching Wong Yun Tong

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Safe Deposit Boxes To Let.
KAN TONG PO,
Chief Manager. [233]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1852.

HEAD OFFICE:—LONDON.

Paid-up Capital \$2,000,000
Reserve Fund \$4,000,000
Reserve Liability of Proprietors \$2,000,000

Foreign Exchange and General Banking Business transacted.

Overdrafts advanced on current and fixed deposits at rates which will be quoted on application.

A. B. FERGUSON,
Manager. [230]

PBRPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for:
Boxes—X, XL, XS, YX, YL, YS,
40, 83, 880, 979, 1609, 1830, A.A.A.

TO LET—No. 8, QUEEN'S ROAD CENTRAL, Ground Floor. Business premises—15th AUGUST, 1925. Apply—A.A.A. & Co., LTD. [104]

TO LET—Furnished 5-Roomed House on the PEAK with Garden and Tennis court, from 1st SEPTEMBER. Apply—A.A.A. & Co. Hongkong Daily Press [108]

TO LET—Offices, (1st Floor), Queen's Building, Occupied by Pacific Mail Steamship Company. Apply—Box No. 106, c/o Hongkong Daily Press [106]

INTIMATION.

WATSON'S

E
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The Daily Press.

HONGKONG, JULY 29TH, 1925.

MR. CHURCHILL AND MAKING ENDS MEET.

MR. CHURCHILL got his Budget through the House of Commons, and in the closing stages was almost hilarious in his expressions of pleasure and self-satisfaction.

It was in this mood that he wound up the debate. He spoke slightly of the "drone of class prejudice" from the Labour Benches, which had no more effect on the final result than the insistent argument of the Liberals that Ministers had gone back on their solemn election pledge not to introduce Protection.

This latter, taunt at the expense of the Party of which Mr. CHURCHILL himself was until recently a member referred, of course, to his decision to re-introduce the McKenna duties on motor cars and other specified imports, and the imposition of a new protection duty on silk.

The Chancellor of the Exchequer quite enjoyed himself with the Parliamentary Opposition as the butt of his wit and humour. But even a brilliant Chancellor may find it useful to keep in mind the warning which DISRAELI gave to Sir ROBERT PEEL—that there is always a danger of thinking of all political problems in terms of Parliamentary success or failure.

The crucial test in this matter is not Westminster but the country; not on the floor of the House of Commons but at the bar of public opinion. We believe that in regard to the Budget the Government have made a mistake which, although not serious for them at the

moment, will have cumulative effects that will be serious in the long run. Mr. Baldwin's administration is too new in office to have dissipated the strong feeling of confidence which put the Conservative party in power last November; but there is misgiving in men's minds based on the realisation of the fact that Mr. CHURCHILL's financial proposals miss altogether the vital necessity of reducing national expenditure.

"Ease the burden which is crushing enterprise" has been the earnest plea of the business community; but so far from any relief being granted the Budget actually increases the load.

The most damaging criticism of the Budget, as its author frankly admitted, was that directed against the great and growing volume of expenditure. Mr. GRAHAM, Labour M.P. for Edinburgh, in a very notable speech which has been widely quoted, used a striking figure to impress on the mental vision of Parliament and the people at large the magnitude of the sacrifice imposed on the taxpayer.

Between March, 1914, and March, 1920, he said, the public expenditure was more than in the whole of the two and a quarter centuries after the Revolution of 1688. But, while Mr. CHURCHILL acknowledged that the burden is excessive, and does not despair of reducing it, he gave no indication whatever of the kind of resolution which is needed for such a task.

Moreover, no definite assurance is forthcoming as to how and when the Government intend to start on the Herculean task of economy. On the contrary—and it is this fact more than anything else which causes misgiving—the Chancellor with the approval of the Cabinet intends to saddle the taxpayer with the new pensions scheme involving the colossal capital liability of £746,000,000.

There has been no public demand for such a scheme up to the present time; so far as can be ascertained no responsible department has suggested that the policy is desirable or urgent. Why then has it been formulated? We believe the only true answer is to be found in the admission of Sir DOUGLAS HOGG, that the Government want to forestall a Socialist bid to the electorate. "Codlin's your friend, not Short," seems to sum up the political attitude.

It is economy in Government expenditure, the determination to cut the coat according to the cloth, that is being called for at home by every responsible public man and every newspaper of standing. At each election held since the war economy has been placed in the foreground as the primary duty of Members of Parliament. But little or nothing has been done. Now, as at any time since the Armistice, Ministers are urged to lighten the ship by throwing useless bureaucrats overboard. This was the demand made upon successive Prime Ministers. It was urged upon Mr. LLOYD GEORGE—who created more officials than any Minister in our history—upon Mr. BONAR LAW, and upon Mr. RAMSAY MACDONALD. Mr. CHURCHILL started his career as Chancellor of the Exchequer by vowing for a drastic curtailment of departmental expenditure. Challenged on the point he now pleads, more in sorrow than in anger, that as soon as economies are called for in Whitehall a Minister is met with fixed bayonets. "Bureaucracy," deeply entrenched, has therefore grown more powerful than the Government. This is the plain meaning of the position. It is a humiliating fact. As an example we may point out that while the Army has 22,000 less men than before the war it has 1,480 more staff officers, and while the Navy has been reduced by 45,000 men the Admiralty staff has been increased by 2,700. There are new Departments like the Ministry of Labour with a vast staff running Labour Exchanges in all parts of the country—an elaborate organisation of extremely doubtful utility—and the Ministries of Air and Transport which are deemed to be unnecessary.

We have no doubt that Mr. CHURCHILL would have eased the passage of his Budget through the House of Commons if he had long before now carried out his undertaking to appoint a strong committee to investigate—with a further view to reduction—the Expenditure Estimates even for the current year. But it is something to the good to know that he cannot indefinitely delay action on these lines under the pressure of public opinion, and there the matter rests for the present in a somewhat unsatisfactory position.

The following appointments have been made in the Kowloon Division of The St. John Ambulance Brigade:—Privates A. C. Greaves and J. H. Maycock to be Lance-Corporals.

The Fire Brigade received a call to a small chimney fire at No. 318, Shanghai Street, on Sunday night, and on reaching the scene extinguished it with a first aid appliance.

Mr. and Mrs. H. L. Barton returned to the Colony on Sunday, after a holiday of six months in England. Mr. Barton is in charge of the import department of Messrs. Arnhold & Co., Ltd.

"Predestination" will be the subject of this week's public lecture of the Hongkong Lodge, The Theosophical Society, 18, Queen's Road Central, this evening, at 8.45 p.m. The public are invited. Admitt.

The funeral of the late Mr. Chau Sim K'it will take place to-morrow. The procession will leave the Tung Wah Hospital at 1 p.m. sharp and is timed to arrive at the Yab-Pit Ting (Kennedy Town) at about 2.30 p.m. It is understood that H.E. the Governor and other officials will attend.

During the coming troop-raising season, the following troops will pass through Hongkong:—The 1st Battalion, The East Yorkshire Regiment, from Port Said for Chinwangtao, and the 1st Battalion, The Loyal Regiment, from Chinwangtao to Bombay. The 12th Heavy Battery, R.A., will arrive in the Colony on November 6th from Port Said.

As will be seen from the notice published by the Royal Hongkong Golf Club in our advertisement columns, service is now normal at Deep Water Bay except that no meals, other than tea, can be served at present. It is hoped that it will be possible to supply all meals from August 1st. The men's clubhouse at Fanling is closed, but the ladies' clubhouse is open to all members. The Old Course at Fanling is in very fine condition; all greens are cut twice a week and the fairways are in good order.

The return of notifiable diseases in the Colony for the 48 hours ended on July 26th shows 1 Chinese case of cerebro-spinal fever. The return for the week ended on July 26th shows 1 American (imported) case of small-pox, 1 Chinese case of enteric fever (fatal), 1 Indian (imported) case of paratyphoid fever, and 1 fatal case of cerebro-spinal fever (Chinese). Four deaths occurred from influenza, which is not a notifiable disease. There was a nil return for the 24 hours ended on July 27th.

A fire alarm was received at the Central Fire Station yesterday morning at 10.10, and an appliance from the Central Station and one from Wapchoi were dispatched to the scene of the outbreak, which was at the Ming Yuen Gardens, in the Causeway Bay district. It appears that a small fire broke out in a store not in use, situated underneath a restaurant and the only damage done was to a quantity of wood which was burned. The fire had been practically extinguished before the two fire engines arrived there, and after remaining on the scene for about ten minutes, they returned to their respective stations.

An interesting exhibit at the Hongkong Section of Wembley is to be an exact reproduction in miniature of the works of the Green Island Cement Co. propose to erect at Gin Drinkers' Bay. The model, made principally of zinc and sheet brass and enclosed in a handsome hand-carved stand, is the work of the Hongkong and Whampoa Dock Co. The buildings—office, the factory, clinker store, and Chinese staff quarters—as well as the 400ft. pier and the limestone conveyor, 1,600ft. in length, are represented to scale, and give a good idea of the magnitude of the undertaking. The model is being sent to London by the first available boat.

TYPHOON WARNING.

The American Consulate-General received the following typhoon warning by cable from the Manila Observatory at 3.24 p.m. yesterday:—

"Cyclone or typhoon E. of Balintang Channel, moving N.N.W. or N."

The Garrison Schools are to be closed for the Summer Vacation during the month of August.

The total output of the Kailan Mining Administration's mines for the week ending July 11th amounted to 84,971 tons and the sales to 78,449 tons.

The forthcoming wedding is announced of Mr. Charles Henry Thompson, of the S.S. Anhui, to Miss Mary Adelaide Rose, of No. 311, Nathan Road, Kowloon.

There is to be a meeting of the Chinese Chamber of Commerce this afternoon, when the principal item on the agenda is a discussion of the present financial crisis.

CABLES.

[LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

STEWARDS' CUP RESULT.

London, July 28th.

The Stewards' Cup, run at Goodwood today, resulted as follows:—

Defiance (20 to 1)	1
Sunstone (20 to 1)	2
Purple Shade (100 to 9)	3

Won by three quarters of a length; half a length between second and third.

Twenty-four ran.

COUNTY CRICKET.

NORTHANTS BEAT GLAMORGAN.

London, July 28th.

Northamptonshire beat Glamorgan by 100 runs. Northants, in their first innings scored 124, of which W. Timms contributed 51. Morgan taking 5 wickets for 31. Glamorgan replied with 108, Jupp taking 7 wickets for 34, and doing the hat trick.

Northamptonshire's second innings produced 134 runs. Spencer taking 7 for 33. Glamorgan were all out at their second attempt for 64, Jupp again doing well, and securing 5 wickets for 18 runs.

FIGHTING IN MOROCCO.

RIFFS REPORTED TIRING.

Madrid, July 28th.

A communiqué on the Morocco situation says that a French aeroplane traversed Quilates in the Spanish zone, while Spanish aeroplanes bombed enemy concentrations advancing on the French front near Hasi Huesgan.

The French and Spanish air forces have thus begun to exercise their right to fly over each other's territory, as agreed in Madrid.

Paris, July 28th.

A message from Fez says that signs of lassitude are noticeable amongst many Riff tribes, several of which are demanding the cessation of hostilities.

EARLIER CABLES.

FRENCH COMMUNISTS.

COMMITTEES OFFICES RAIDED.

Paris, July 27th.

Following the publication by the Communist newspaper *Humanité* of an article by the Central Committee of Action against the war in Morocco, urging French troops to fraternise with the Riffs, the police raided the premises of the Committee, which are situated in the offices of the General Labour Union, and seized a number of documents, including a list of members.

SOVIET BAD FAITH.

MR. CHAMBERLAIN'S STATEMENTS.

London, July 27th.

Speaking in the House of Commons in reply to Labour members, Mr. Austen Chamberlain said that in his recent interview with M. Rakovsky he drew the latter's attention to the character and continuance of activities of which His Majesty's Government had reason to complain, namely the general failure of the Soviet Government to comply with the undertaking of the Trade Agreement that neither party would use its influence to provoke or encourage a movement hostile to the other elsewhere in the world. Mr. Chamberlain did not consider that any useful purpose would be served or friendly relations promoted by a constant stream of detailed complaints. Mr. Davidson declared that members of the Soviet Government openly boasted of their success in undermining the British Empire. Mr. Chamberlain replied that if that were so he thought they had boasted prematurely.

FRENCH ELECTIONS.

THE FINAL RESULTS.

Paris, July 27th.

The final results of the elections for the General Councils after the second ballot show that the Cartel captured 133 seats from the opposition, namely 10 from the Communists, 14 from the Conservatives, 51 from the Republicans and 48 from the Left Republicans.

HOME LABOUR CRISIS.

MR. BALDWIN AND THE MINERS.

London, July 27th.

In his conference at 10, Downing Street, with the Committee of the Trade Union Congress, which is empowered to act for the miners, Mr. Baldwin was accompanied by Mr. W. C. Bridgeman (First Lord of the Admiralty), Sir Arthur Steel-Maitland (Minister of Labour) and Lieut.-Col. G. R. Lane-Fox (Under Secretary of State for Mines).

An official statement says the Trade Union deputation urged the Premier to make an early pronouncement requesting the owners to postpone their notices, withdraw their proposals and allow the men to work on the terms of the present agreement, pending negotiations. The Premier told the deputation that he hoped to confer with the owners tomorrow.

It is understood from an authoritative source that the deputation suggested that some form of outside assistance for the coal-mining industry was necessary if further serious difficulties were to be avoided.

STINNES PROPERTIES.

VARIOUS INTERESTS SOLD.

Berlin, July 27th.

Despite the previous announcement, there is no longer any question of reorganising the Stinnes concern, but of disposing of some of its most important possessions in order to fulfil its obligations to the banks.

The Stinnes shipping interests at Hamburg are being realised, and the London banking firm of Henry Schroeder has purchased for three million dollars the shares of the Deutsch-Luxemburg Mining Company, of a nominal value of twenty-one million marks, comprising roughly a quarter of the mining company's share capital.

The Prussian State has acquired the Rhenish Westphalian Electric Works, the majority of whose shares were in the hands of Stinnes.

LATEST CABLES.

SHARES TO STAY IN GERMANY.

Berlin, July 26th.

According to the *Cologne Gazette*, the arrangements under which the Stinnes shares in the Deutsch-Luxemburg Mining Company have been sold are such that the shares remain in Germany.

LATEST CABLES.

"BATTLING SIKI."

BOLTS FROM HOSPITAL IN HIS PYJAMAS.

New York, July 28th.

Despite his wounds Battling Siki escaped from hospital clad in pyjamas, and disappeared in a taxi cab.

SENOR GALLO RESIGNS.

Buenos Aires, July 28th.

Senor Gallo, the Minister for the Interior, has resigned.

EARLIER CABLES.

LATE MR. BRYAN.

"CROWNING GLORY" DENIED HIM.

New York, July 27th.

The death of Mr. Bryan occurred almost on the eve of what he was anticipating as the crowning glory of his life, namely a trip with hundreds of followers to Palestine, following as nearly as possible in the exact footsteps of Jesus Christ. His plans were virtually complete.

MRS. BRYAN CALM.

New York, July 27th.

The death of Mr. Bryan has stunned the country. Before lying down for his last sleep, Mr. Bryan told his wife that he never felt better, and was ready to go to the country and wage war against Modernism.

Mr. Bryan lay down after lunch on Sunday at Dayton, and his wife sent the chauffeur to wake him late in the afternoon, when he was found to be dead.

His wife was very calm, and said that she was glad that her husband had died peacefully. She added that he had desired to be buried in the Arlington National Cemetery, Washington, as he had been a Colonel in the Spanish-American war. Hundreds of messages of condolence have arrived at Dayton. A crowd, with bared heads and tear-dimmed eyes, gathered round the house, and even his bitterest opponents have paid tribute to Mr. Bryan's sincerity and honesty.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

"EGREMONT CASTLE" FOUNDERS.

VALUABLE SUGAR CARGO LOST.

Manila, July 28th.

The British steamer *Egremont Castle* (Doddwell Castle line) which went aground last week on Tubutaba Reef, Sulu Sea, slipped off the reef in a squall, and sank in a thousand fathoms on Sunday morning.

The crew of 30 were saved by the coast-guard cutter *Corregidor*, and are now on their way to Manila.

A valuable cargo of sugar was lost. The automatic light on the reef was not lit when the vessel went aground.

THE CREW'S STORY.

LATER.

The coast-guard cutter *Corregidor* has arrived and brought 12 white men and 36 Chinese, the entire crew of the *Egremont Castle*.

They state that the latter was slipping off the reef, but had not yet sunk when they left the scene. They believe, however, that she was lost.

It is stated that the transfer from the vessel was made with difficulty, owing to the high seas and heavy wind.

[A report published in the *Daily Press* on Thursday last stated:—

News reached Hongkong yesterday to the effect that the British s.s. *Egremont Castle* had gone ashore near a lighthouse in the Philippine Islands, the approximate position being about 200 miles South West of Iloilo. It is supposed the incident occurred yesterday morning.

The s.s. *Egremont Castle* which is a vessel of 5,294 tons, was in Hongkong recently, and cleared for Manila on July 27th. Her master is Mr. J. Cann. The vessel is a steel screw steamer, registered at Liverpool, and was built in 1911 by Messrs. Craig, Taylor & Co. of Stockton for the Lancashire Shipping Company. She is 410 feet over-all, has a beam of 52 feet and draws 29.4 feet. The local agents are Messrs. Doddwell & Co. A later message states that the vessel is discharging her cargo into a small coasting steamer which is standing by.]

[The earliest information given above would seem to suggest that the latter statement was unfounded.]

UNEASINESS IN THE NORTH.

SNUB FOR INDIAN COMMUNIST.

London, July 27th.

In the House of Commons, Mr. Saklatvala asked whether any instructions had been issued to the Commander-in-Chief in India in consequence of the Chinese crisis, and if so what were the nature of such instructions.

Earl Winterton replied that it would be contrary to the public interest to answer a question of this kind.

GREAT BRITAIN AND U.S.

London, July 27th.

In the House of Commons, replying to Mr. Trevelyan, Mr. Austen Chamberlain said that communications had passed between His Majesty's Government, the United States and other Governments with regard to the proposed appointment of a Commission to enquire into the question of extra-territoriality in China, but those negotiations had not reached a stage at which he could publicly make a statement at present.

HANKOW CONDITIONS BETTER.

Hankow, July 28th.

The *Tatung*, the first British passenger ship to reach Hankow from Shanghai since the strike, reports that there was no molestation en route, the coolies working at all ports.

UNION RE-OPENED.

Shanghai, July 28th.

The General Union of Labour, Commerce, and Education, which was closed on July 23rd, was allowed to re-open this afternoon.

THE "ASAHI" PLANES.

Tachiarai, July 27th.

The *Asahi* planes, which left Osaka at 8.5 a.m., arrived here at 11.15 a.m.

Tachiarai, July 28th.

The aeroplanes left for Heijyo, Korea, at 8.14 a.m. to-day.

The *Asahi* aeroplanes arrived here at 2.50 p.m. to-day.

(Continued on next Column).

PO HING FONG ENQUIRY.

YESTERDAY'S PROCEEDINGS.

The enquiry into the circumstances surrounding the death of the victims of the Po Hing Fong flood disaster, was resumed at the Central Magistracy yesterday afternoon, by Mr. S. B. B. McElderry, sitting as Coroner.

The Jury comprised Captain Thomas Arthur (foreman), Mr. Ho Kom Tong, and Mr. J. O. Sheppard.

Mr. F. C. Jenkin attended the enquiry on behalf of five families involved in the catastrophe (the families of Chau Siu Ki, Chu Seng Sang, Chu Chung How, Wong Pak San and Chiu Yuk Chow).

Mr. Owen, Assistant Engineer, P.W.D., said that on July 1st he took over the general supervision of the work at the old No. 8 Police Station site. On the day after the collapse he noticed water coming through weep holes in the retaining wall. He had examined the retaining wall on the west of the site, and saw that there were several old cracks in the wall.

Mr. Edward Newhouse, engineer in charge of drains, said that he had held the post for more than five years. He submitted a plan showing the drainage of the site around the old No. 8 Police Station. With regard to the surplus of water which had come over from Caine Road, according to the evidence previously given, he did not know of this until after the disaster.

Witnesses began to talk concerning some of the plans submitted to the Court, following which Mr. Jenkin said that he was present on behalf of several families vitally concerned in the catastrophe, and as the Government officials had submitted plans of which he had not been supplied with copies it was impossible for him to follow the evidence. He thought the Government officials should have supplied copies of the various plans. Therefore he would cross-examine witnesses on a later occasion.

The Coroner said he was not sure whether there would be a later occasion. After all the enquiry was a death enquiry, and he was not certain whether he could recall a witness for some object which was not concerned with the death enquiry.

Mr. Jenkins said he knew this was a death enquiry, and he was present in order to help the Jury, but it was impossible for him to cross-examine witnesses if he were not supplied with copies of the various plans.

Mr. A. W. Tjelle, Executive Engineer, P.W.D., then went into the witness box and submitted plans consisting of sections of the old No. 8 Police Station site.

(Continued on next Column).

HONGKONG FLOODING LAW.

HOUSE OF COMMONS STATEMENT.

London, July 27th.

In the House of Commons, replying to Commander Kenworthy, Mr. Ormsby Gore said that no ordinance had been passed in Hongkong permitting the flogging of strikers. He understood that flogging was only permitted under a recent ordinance as a punishment for intimidation with violence and other grave criminal offences. He did not know whether the ordinance was permanent or temporary, and when it was received in England that aspect of the matter would be fully considered, but he was doubtful whether he was likely to receive the ordinance before the House of Commons rose, as it would probably not reach England until the end of the second week in August.

Replying to the Labour M.P., Mr. Robert Morrison, Mr. Ormsby Gore said that the Governor had informed him that nobody had been flogged, the object of the ordinance being to prevent outrage rather than to inflict punishment.

EX-PRESIDENT FOILED.

TSAO KUN'S VAIN DEVICE TO GAIN FREEDOM.

Peking, July 28th.

According to Chinese reports, ex-President Tsao Kun, who has been a prisoner since Feng Yu Hsiang's coup d'état, attempted to escape on July 24th, disguised as a common soldier, and with his moustache shaved off, but a sentry recognized him, called for assistance, and Tsao Kun was led back to captivity.

Asked by the Coroner whether he had any theory concerning the upheaval, witness said that from the debris that he had examined and the portions visible, it would appear that there had been a burst in an upward direction either preceding or in conjunction with the failure of the retaining wall. It would also appear that certain of the ground floor kitchens burst upwards.

Capt. Arthur: What was the burst caused by?—By a burst of water. The ground in the vicinity appeared to be absolutely waterlogged.

Mr. Jenkin: In your opinion the ground in the vicinity is waterlogged. Have you formed any opinion as to how the ground got into that state?—Evidence has been given concerning the springs and a certain amount of water may have come down from the hillside south of Caine Road. The conditions might have been aggravated by the recent storms. The springs are old established springs?—Yes.

The plans show that the old No. 8 Police Station site is wholly unprotected from storm water?—The site is not protected from direct rainfall.

Is there anything to protect it from rain which could come over from Caine Road?—There were natural channels to direct the water.

In your opinion was the site adequately protected?—Yes.

Then who built the small coping?—It was not built by my office, but by the company who built the retaining wall.

You consider this coping unnecessary?—It is additional protection, but is really unnecessary.

There is evidence that water came over Caine Road?—Yes, that is admitted. You do not suggest that the natural trenches would make the site absolutely watertight?—No.

What would happen to water which did not go into the trenches?—It was directed to the discharging station.

Then you suggest that the water which did the damage came from the springs and through the earth?—Yes.

You attribute the cause of the disaster to the standing springs and water soaking, which was aggravated by storms?—Yes.

The Hon. Mr. H. T. Creasy, Director of Public Works, was called, and said the question of the position of the new building for No. 8 Police Station was carefully considered and it was decided to erect it 30 feet further back from the retaining wall. This was because the retaining walls were known to be over 20 years old. Careful examination of the walls, particularly the No. 1 wall, the bottom one, was made. No sign of any movement could be found, but as an actual precaution it was decided to build further away from the wall. The No. 1 wall was built into solid ground, it was not built, and then filled in as some retaining walls were. Behind it was hard disintegrated granite. He examined the site in December, 1923, with the engineer, Mr. Lowick, who pointed out all essentials to him. Witness approved the scheme.

In reply to Capt. Arthur witness said there were old cracks in the walls but there was then no sign whatever of recent movement. Mr. Lowick was known as a very careful officer with considerable experience of retaining walls. Asked if he considered it a good locality for building, witness said it was a very small strata on which buildings were constructed in Hongkong. Asked if he had had complaints as to drainage there witness said he had heard from Police patrols since the heavy rains that Blake Gardens and the roads in the vicinity had been flooded. This was only during heavy rains, and was aggravated by neglect of scavenging.

Capt. Arthur: Would you consider the drainage in that area to be sufficient?—It could be improved.

Witness further said he did consider rebuilding the wall but considered it unnecessary. It would mean building a wall from In Mi Lane 70 feet high which was unnecessary, undesirable and very expensive. There was nothing to show, when he examined the walls, that they were not as good and sound as any retaining wall in the neighbourhood. The new Police station building would have been no extra thrust on the wall. It was a good wall and well built but, of course, the standard of wall now-a-days was much higher.

Asked if he had a theory about the cause of the collapse he said he preferred to see before he theorised, but he would think that the top of the wall sank and it overtopped. The average life of a retaining wall he would place at 50 years although there were some in Hongkong much older than that.

Mr. Creasy said he would like to comment on the coping which had been built at the top of the site on Caine Road. It was put there after the retaining wall gave way when rain would have done much more damage than previously. At this stage the enquiry was adjourned sine die. Two witnesses will give expert evidence when they have seen the site after the debris has been cleared away.

SANITARY BOARD.

INSANITARY WELLS TO BE CLOSED.

A meeting of the Sanitary Board was held yesterday afternoon the President, Mr. N. E. Smith, being in the chair. The first item of interest on the agenda was a minute by the President relative to long leave to Mr. D. Davies, first clerk and assistant secretary, Senior Inspectors Lyon and Duncan and Inspectors Kelly, Blake, Savage, Watson, Ripson, and Reid.

On the motion of the President the minute was approved without discussion.

The next item was a minute by the President on the water reports.

The President stated that this had been in the hands of members and asked if there were any remarks on the subject.

There being none the minute was approved.

INSANITARY WELLS.

With regard to the proposed closing of two wells in Cheung Sha Wan, the President said that Mr. Wong Kwong Tin had asked how long these wells had been in existence and what was approximately the number of people at Cheung Sha Wan village that used water from them.

Replying to this question, the President said that he did not know how long the wells had been in existence. They had probably been there for centuries, but it could be found out, he thought, if Mr. Wong Kwong Tin wished it. As regarded the number of people using the wells, as there were a number of standpipes available quite near to all these houses he did not know how many people used the wells. There was no need for anyone to use the wells as the standpipes were available to everyone and were situated quite near the houses. The water in the wells had been certified to be very unwholesome. Therefore, it had been decided that the wells should be closed.

Mr. Wong Kwong Tin asked if more people liked to use the standpipes rather than the wells?

The President said that the Inspector's report showed that the wells were in a highly insanitary state and should not be used and further that they were not necessary there in view of the presence of the standpipes.

Mr. Wong Kwong Tin said that if the people in this neighbourhood were agreeable to using the standpipes, he was quite in favour of the wells being closed.

The President said that he thought the notice-boards regarding this matter, conveying information to the people concerned that the water was insanitary, would be sufficient and that there would be no harm done to anyone in closing the wells.

Mr. Wong Kwong Tin said in view of this he would withdraw his objection to the wells being closed.

On the motion of the President, seconded by the Hon. Mr. C. G. Alabaster, the minute to close the two wells at Cheung Sha Wan was carried.

SULPHUR FUMES.

With regard to the matter of sulphur fumes at No. 67, Des Vaux Road West, ground floor, the Medical Officer of Health (Dr. Pearce) said that the ground floor of this building was being used by a Chinese bank and in connection with the considerable coinage handled by this bank, furnaces, which were kept going by coke, were used. There were no proper means of carrying off the gases from the furnaces and the people living upstairs above the bank had been complaining of the sulphur fumes that came up to them. These sulphur fumes were reported to be extremely irritating. It would be possible to carry the fumes off by way of the roof, but it appeared that they were unable to do anything except through the owners or occupiers of the place. He thought, however, that pressure could be brought to bear on those concerned and moved a resolution that the owners of No. 67, Des Vaux Road West be asked to take steps to prevent the escape of these gases from the ground floor, by a flue carried above the roof, or in any other way that could be provided.

This resolution was carried unanimously and there being no further business the meeting was concluded.

Those present at the meeting were:—Mr. N. E. Smith (President), Dr. J. C. MacGown, Dr. W. V. M. Koch, Dr. S. W. Tao, Dr. W. Pearce (Medical Officer of Health), the Hon. Mr. C. G. Alabaster, K.C., Mr. Wong Kwong Tin, Mr. G. S. Kennedy Skipton (Secretary), and Mr. D. Davies (Assistant Secretary).

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15190 LILY OF THE VALLEY
RIGOLETTO, Duet Act 2 Yvonne Gall and M. Nots
10854 COULD LLOYD URGED DO IT? FROM "BETTER DAYS" Jack Carman
OH! MABEL!
032028 HOW MY SWEETIE LOVES ME. CHIT Edwards
IF YOU'LL COME BACK CHIT Edwards

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Of all Chemical and Food

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SHIPPING BOARD VESSELS.
REPORTED 'PROTEST AGAINST
NEW BIDDING.

An Associated Press message to the
Manila Bulletin dated Washington, July
18th, states:

The Boston, Iron and Metal Company
of Baltimore, to-day formally protested
against the receiving of new bids for
Shipping Board vessels for scrapping,
holding that it violated the original ad-
vertisement. The Waterside Salvage Co.
of New York, another original bidder,
took the same stand, and demanded that
to-day's bids be rejected, a new advertise-
ment be published and new bids be called
for.

Henry Ford offered \$1,700,000 for 200
United States Shipping Board vessels for
scrapping compared with pesos 1,370,000
bid several days ago by the Boston Iron
and Metal Company of Baltimore.

THE CHANNEL SWIM.
A JAPANESE CANDIDATE.

Mr. Setsu Nichimura, a young Japanese
swimmer from Kyoto, has arrived in
London with the intention of trying to
swim the English Channel. He says that
if successful he will attempt to swim back
again after a rest.

Nichimura is director of the Japanese
Swimming Association. He says that on
one occasion he swam round a lake in
Japan, a distance of 140 miles. He was
swimming for nine days—swimming one
day and resting a day.

AFTER NINE YEARS.
PARENTS FIND DEAD SON'S GRAVE
IN FRANCE.

A search lasting for years for the
body of an English soldier who died in
France has just ended.

In September, 1916, a young combatant
named Brown, of the 13th London Regi-
ment, was killed, and was buried with
six of his comrades in Death Valley, near
Cambes.

Subsequently his father and mother,
Mr. and Mrs. G. A. Brown, of Vaughan-
gardens, Ilford, devoted themselves to the
discovery of his grave, and the spot was
at last located.

When the body was reinterred in the
British Military Cemetery an English
rose was placed on the coffin.

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, July 28th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.75	29.76	29.74
Temperature	83	84	86
Humidity	85	88	88
Wind Direction	W	Calm	W
Force	3	0	2
Weather	C	U	C
Rain	0.08	0.00	0.00

Highest open-air temperature on 27th ... 89
Lowest open-air temperature on 27th ... 79

HONGKONG TIDE TABLE.

From July 28th to August 4th, 1925.

Day of Week	Day of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	29	h. m.	ft. in.	h. m.	ft. in.
		3 38	4 9	9 38	3 1
Thur.	30	3 39	4 4	9 38	3 6
		4 38	5 4	10 38	3 8
Fri.	31	4 39	6 1	10 38	3 8
		5 21	6 0	11 26	3 9
Satur.	1	6 12	6 5	11 26	3 9
		7 51	4 1	10 38	3 9
Sun.	2	7 0	7 1	10 38	3 9
		8 49	4 2	11 26	3 9
Mon.	3	7 43	7 5	10 38	3 9
		9 38	4 4	11 26	3 9
Tues.	4	8 31	7 8	10 38	3 9
		10 21	4 4	11 26	3 9

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A miscellany for voyagers on all seas.

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TERS TO A FRIEND." By W. H.
Hudson. \$1.50
With notes, some letters, and an introduction
by Morley Roberts.

"THE BEST POEMS OF 1924."
Selected by Thomas Moulton. \$4.20

"SHAW." By J. S. Collis. \$3.50
This book throws into strong relief Bernard
Shaw's present position in the world, and his
real message to normal men and women.

"SAINT ANTHONY AND OTHER
STORIES." By Guy de Maupassant. \$2.25
Translated from the French by Lancelotti
Hearn.

"GREEK ATHLETICS." By P. A.
Wright. \$3.00
This book is an attempt to apply for modern
use some of the lessons that may be learned
from a study of the gymnastic training which
was an integral part of ancient Greek life.

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Ferry Withers. \$3.25
Charming stories set in the Lake District and
Cumberland Dale.

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on travel and men.

"THE ENGLISH SECRET AND
OTHER ESSAYS." By Basil de
Selincourt. \$7.35
The writer holds that the English-speaking
peoples have a peculiar opportunity and a
peculiar responsibility at this critical period in
the history of the human race, and endeavours
to suggest how our thought and action may
best be guided for the fulfilment of a great task.

"PEN AND INK." By G. S. Pocock. \$1.75
A book of talks on the writing of English
Prose.

"THE MYSTERIES OF PARIS." By
Eugene Sue. \$1.75

"FOUR PLAYS." By Cosmo Ham-
ilton. \$3.25
"The New Fool," "Scandal," "The Silver
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PRESS.

CONTAINING ALL THE WEEK'S
LOCAL NEWS.

The Paper for the Home.

TO-DAY AND TO-MORROW

At 2.30 p.m., 5.15 p.m., 7.15 p.m., and 9.15 p.m.

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THE FILM THAT BROKE RECORDS HERE,
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THE MAGNETIC AND VERSATILE STAR
BERT LYTELLSIR GILBERT PARKER'S
GREATEST MASTERPIECE

"THE RIGHT OF WAY"

(IN EIGHT REELS)

ADDED ATTRACTION—

TOPICAL NEWS
AND

"THE HEAD WAITER"

(AN INTERESTING COMEDY IN TWO REELS)

Usual Prices.

BACK TO STEAM.

SCIENTISTS ON PASSING OF
PETROL ENGINE.SMALLER BOILERS BUT MORE
POWER.

A belief that the "oil age" is passing, and that steam will eventually supersede the internal combustion engine, was expressed by two famous scientists at the annual meeting of the Institute of Mining Engineers at Cardiff.

The future of coal and steam was discussed in a paper read by Dr. John S. Haldane (brother of Viscount Haldane), and the future of oil in a paper by Sir John Cadman. Sir John is technical adviser to the Anglo-Persian Oil Company and chairman of the Inter-Allied Petrol Council.

Some people, said Dr. Haldane, seemed to believe that the use of coal steam engines was going to be more or less superseded.

NOT REMOTE FUTURE

He believed that steam engines in the future, and the not very remote future, would take the place of internal combustion engines to a very great extent.

In the steam engine they had to jacket every part of it to retain the heat, but in the internal combustion engine they had to adopt other measures to get rid of the heat, otherwise the steel would not stand the temperature to which it was subjected. That was a waste of heat energy.

Future development of the steam engine would be along the lines of increased steam pressure, with smaller and lighter engines.

The complete engine and boiler would be much smaller and lighter than an equivalent internal combustion engine, and would in all probability be more suitable and even superior for use in aeroplanes and motor-cars.

Mr. Sam Mavor, of Glasgow, said that if the same attention had been devoted to the development of steam engines as had been devoted to the internal combustion engine in marine work they would have had a much more efficient engine at present.

OIL PHASE-PASSING?

Sir John Cadman said he looked upon oil as a phase which was passing. What oil was doing to-day coal would do again to-morrow, although oil would go into certain channels of use which coal would never be able to regain.

Before the papers were read the medal of the Institute was presented to Sir William Galloway. Dr. Haldane said that in 1875 Sir William had been able to demonstrate that coal dust was the cause of mine explosions, and subsequently to prove that an initial explosion could raise further dust from the walls and floors of galleries and so spread the explosions to other parts of the mine.

His efforts had been responsible for a considerable reduction in the loss of life in mines.

"THE TERRACE."

HOW PARLIAMENT KEEPS COOL.

BY CHARLES T. KING.

The House of Commons meets heat waves with air drawn from the River Thames and cooled by water spray; about 800 Terrace teas a day, with strawberries and dainty green cross sandwiches in the open air; juicy wedges of melon can-taloupe on cracked ice with sugar or powdered ginger in the dining-rooms; chilled "cups" of varied minglings in the lounges, and tiny jets of cold water continually shooting across the open windows of the debating Chamber.

Many thousands of pounds have been spent on the air of the House of Commons. Lord Randolph Churchill once induced the House to adjourn in the middle of the debate owing to the vitiated condition of the air. It is the claim now that the atmosphere of the House of Commons can be entirely changed in six minutes.

Along the 680 feet of the river frontage there are 35 openings through which fresh air is drawn into the Palace of Westminster. Part of the floor of the debating Chamber is composed of a grid, and the supplies of air, chilled or warmed, screened from fog or other London enemies, is sent up into the Chamber from below. There are men down there who study the constantly changing population of the House, and if there arises a big assembly of M.P.'s to hear him, the vigilant air steward below turns the valves and sends up additional oxygen.

Those two superb towers at either end of the great Gothic mass of Westminster are not merely magnificent London landmarks. They act as channels for drawing away the vitiated air. At the base of the Clock Tower there used to burn a great furnace. This caused a draught and forced the used air aloft. Most of this work is now done by electric fans.

The Terrace along the river front is on the east side, and therefore is in the full blaze of the morning sun. Long before tea-time, however, it is in the shadow of the great building and on extra hot days it has been cooled by copious streams of cold water from hose pipes.

On hot days, when M.P.'s are giving strawberry teas to friends and "supporters" up in London, the Terrace is a pleasant part of the M.P.'s workshop.

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Phew!

Weather Forecast.

Hot weather will continue for several months.—Official.

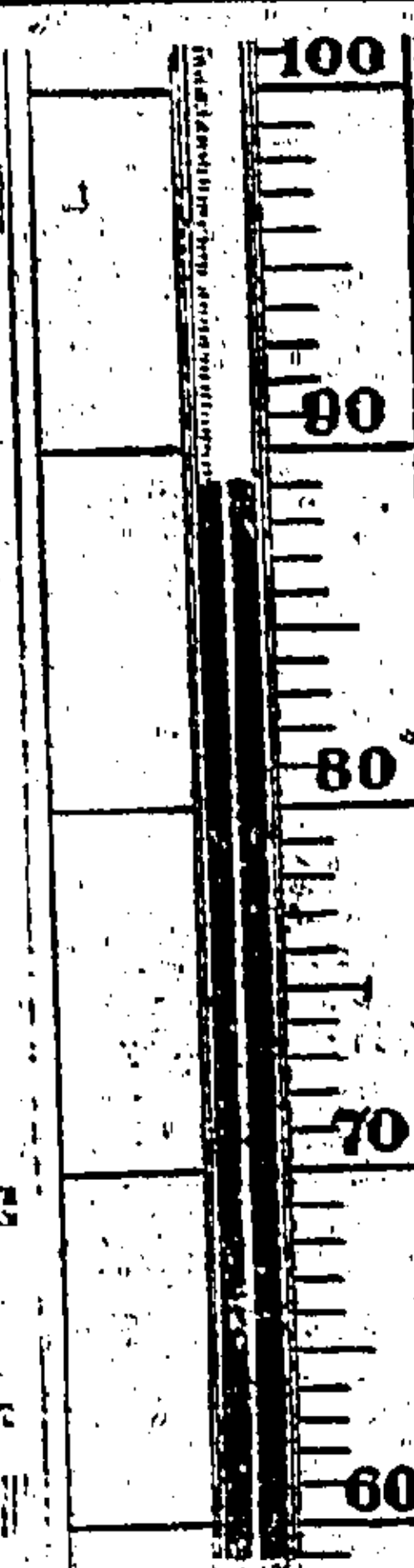
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the air caused by an Electric
Fan energise you and banish
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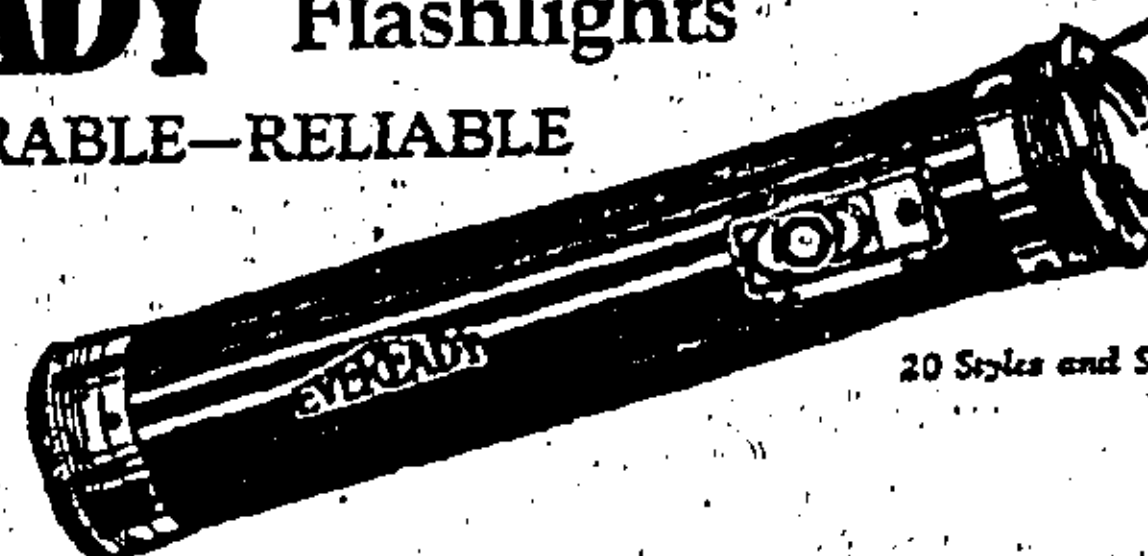
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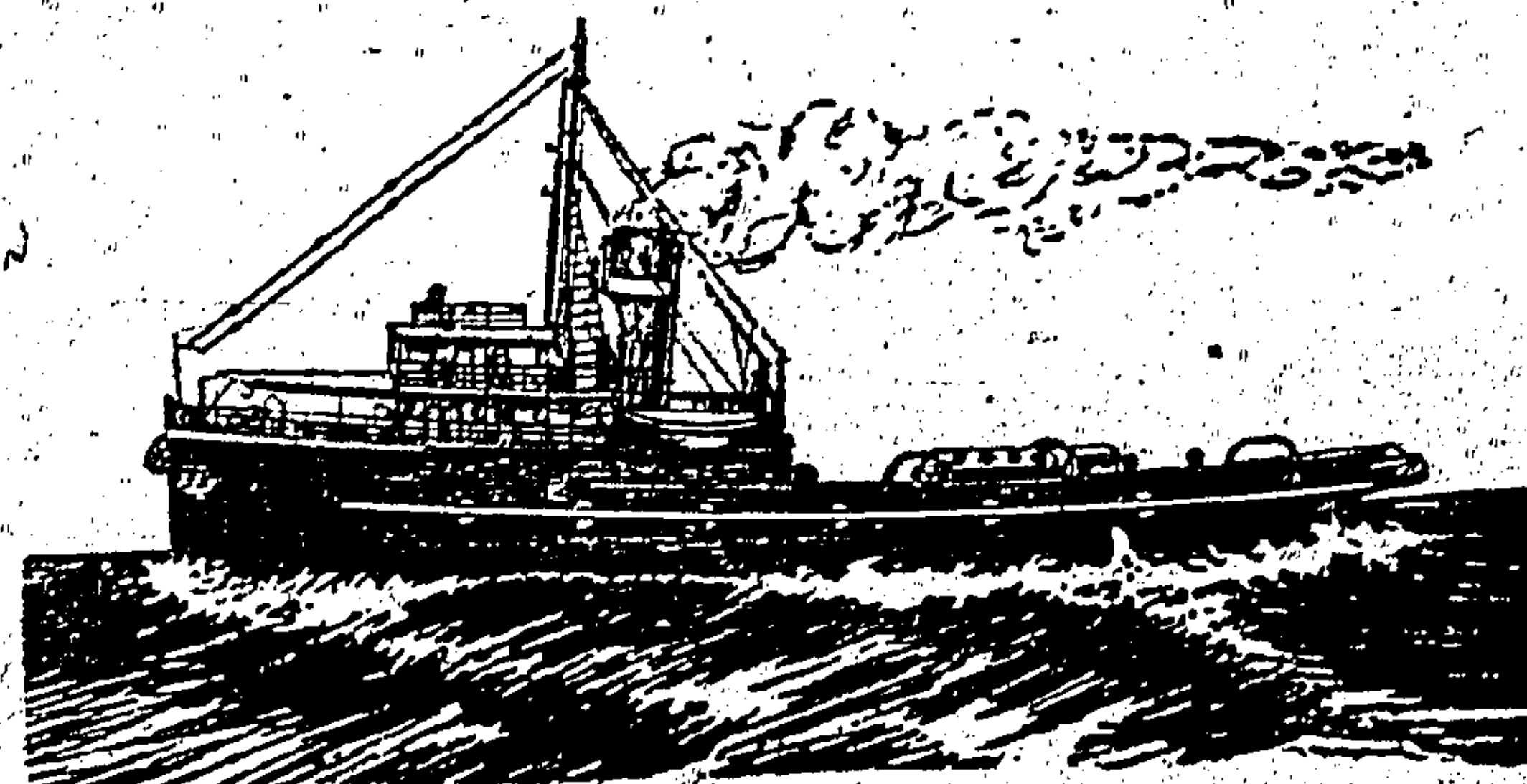
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SHIPPING NEWS

ARRIVALS.

July 27th.
Chetung, British str., 1,313 tons, Capt. J. Tinson, from Newchwang and Swatow, lying at Kowloon Bay.—B. & S.
Knolly Hall, British str., 2,708 tons, Capt. T. R. Davis, from Hamburg and Singapore, with a general cargo, lying at Holt's wharf.—Bank Line.
Kwanglee, Chinese str., 818 tons, Capt. S. Fujimoto, from Shanghai, with a general cargo, lying at buoy No. 113.—Ching Kee.
Anchung, British str., 1,506 tons, Capt. J. M. Hopkins, from Newchwang and Swatow, lying at Kowloon Bay.—B. & S.

July 28th.

Genoa, Dutch str., 5,337 tons, Capt. H. Ebes, from Manila, with a general cargo, lying at buoy No. 45.—J.C.I.L.
Haining, British str., 809 tons, Capt. A. H. Stewart, from Foochow, with a general cargo, lying at Douglas wharf.—Douglas, Lapraik & Co.
Sarat, British str., 2,784 tons, Capt. V. Hurper, from Durban and Singapore, with a general cargo, lying at buoy No. 110.—Bank Line.

CLEANANCES.

July 28th.
Chungha, for Canton.
Genoa, for Shanghai.
Lat Seng, for Singapore.
Kullien, for Amoy.
Van Oversticht, for Amoy.

PASSENGERS.

Per *S.S. Hui Ning*, on July 28th: Mr. E. C. Gould, Sister Hilan, Sister Agnes, Miss Pauline and Mr. R. V. Sayer.

SHIPPING NOTES.

The *Holton Castle*, for New York and Boston, via Suez, is to sail on the 30th inst.
 The J.C.I.L. str. *Tjallingii* is expected on or about the 29th inst. and will sail for useful ports on or about the 4th prox.
 The *Empress of Russia* left Shanghai at 11:30 a.m. on Sunday and was due at Nagasaki at 5 o'clock yesterday morning.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* left Vancouver for Hongkong, via Japan ports and Shanghai on July 28th, and is due to arrive here on August 10th.

VESSELS EXPECTED.

Empress of Australia (C.P.R.), due to-day.
Star of Prince, due to-day.

VISITORS AT HOTELS.

Hongkong Hotel.
 Mr. & Mrs. M. Bauler.
 Mr. & Mrs. W. Bateman.
 Mr. N. Beale.
 Mrs. E. R. Bellis.
 Mr. H. V. Beedeen.
 Capt. Bentley.
 Mr. R. J. Birbeck.
 Mr. A. H. Bishop.
 Mr. F. M. Bjurvelt.
 Mr. & Mrs. G. Blas.
 Mr. E. G. Boles.
 Mr. J. Brownfield.
 Mr. D. E. Cappelman.
 Mrs. H. Caste.
 Mrs. Chalambe & son.
 Mr. R. W. Chalmers.
 Mr. W. E. Clarke.
 Mr. & Mrs. Clements.
 Mr. R. H. Clowes.
 Mr. J. H. Cook.
 Mrs. V. A. Crampston.
 Lt.-Col. & Mrs. R. M. Crosse & child.
 Mr. F. C. Crush.
 Mr. E. D. Dickie.
 Mr. E. E. Ellis.
 Mr. A. Emerson.
 Mr. & Mrs. G. D. Farson.
 Miss Farson.
 Mr. G. F. Fisher.
 Mr. F. J. W. Focken.
 Mr. & Mrs. A. H. A. Fong.
 Mr. Wm. Galloway.
 Dr. Douglas R. Gawler.
 Mr. E. S. Gordon.
 Mr. & Mrs. J. Gould.
 Mrs. H. J. Gracie.
 Mrs. Grover.
 Miss A. I. Griffin.
 Lt.-Com. & Mrs. A. H. Guthrie.
 Capt. T. P. Hall.
 Miss A. & F. Hamilton.
 Mr. & Mrs. W. A. Hannibal.
 Mr. C. Hansen.
 Mrs. A. J. Hardin.
 Mr. & Mrs. H. P. Harris & 2 children.
 Mr. A. Hoffmaster.
 Mr. A. V. Hogg.
 Mr. C. E. Holmes.
 Mr. & Mrs. R. Jarno.
 Mr. A. T. Jensen.
 Mr. A. K. Jensen.
 Mr. V. Johansen.
 Mr. J. R. Johnston.
 Mr. J. E. Jones.
 Mr. J. E. Joseph.
 Mr. E. L. Judai.
 Mr. & Mrs. Kroeger.
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 Mr. & Mrs. C. Lauritsen.
 Mr. E. D. Lawrence.
 Miss B. Lilje.
 Dr. Mrs. & Miss Leavell.
 Mr. L. J. S. Van Lewin.
 Mr. G. H. Lynott.
 Mr. B. E. Lyster.
 Mr. & Mrs. A. W. MacArthur.
 Misses O. E. & M. C. MacArthur.
 Mr. G. N. de Ma.
 Mr. & Mrs. C. Macina.
 Mr. & Mrs. L. Martin.
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 Mr. J. E. Ollerton.
 Miss Omas.
 Mr. F. T. Orr.
 Mr. & Mrs. C. R. J. Parsons.
 Mr. R. W. Power.
 Mr. B. E. Pope.
 Mr. Isaac Poppe.
 Mr. & Mrs. R. R. Ragsbach & child.
 Mr. A. H. Rows.
 Mr. Joseph A. Satsky.
 Mr. E. L. Schwesinger.
 Mr. & Mrs. P. Servanin.
 Miss M. Sharrock.
 Mr. John Sharrock.
 Mr. & Mrs. A. D. Silas and infant.
 Mr. T. Sizemore.
 Mr. F. R. Smith.
 Mr. E. T. Suggs.
 Mrs. E. T. Suggs.
 Miss F. M. Suggs.
 Dr. H. F. Sommers.
 Mr. & Mrs. A. D. Spacke.
 Mr. & Mrs. A. D. Springburg.
 Mr. J. H. Taat.
 Mr. G. J. Tarrant.
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 Mr. C. Truan.
 Lt.-Col. & Mrs. G. Takes.
 Mr. A. Tutundjian.
 Mr. & Mrs. M. H. Varn & child.
 Miss M. Vos.
 Mr. M. Walk.
 Mr. R. Walker.
 Mr. H. Watkins.
 Mr. & Mrs. E. G. Webster.
 Mr. & Mrs. T. B. Williams & 2 infants.
 Mrs. H. G. Williams.
 Mr. & Mrs. Wilson & family.
 Mr. & Mrs. G. Woessner & child.
 Mr. D. E. Wood.
 Mr. R. E. Wood.

SHIPPING NOTES.

The following notice to mariners, taken from a report received from the Master of the *Haining* (Customs Cruiser), has been placed in the Harbour Office for general information:—"A temporary light is exhibited at Luncheon Lighthouse on July 28th, showing a white light every 12 seconds. Time: Light, 1 1/2 seconds; eclipse, 10 1/2 seconds."

AMERICAN PIONEER LINE.

S.S. "DRYDEN".....sails August 15th.

FOR

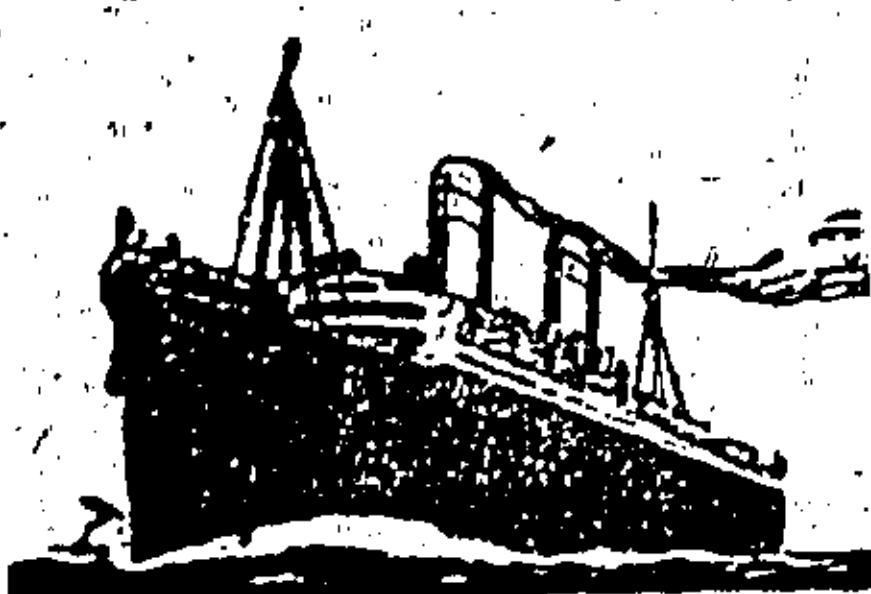
PHILADELPHIA, BALTIMORE, NEW YORK, BOSTON
 via PANAMA CANAL.
 Calling at PANAMA and HAVANA if inducements offer.

For Freight and further particulars apply to

AMERICAN PIONEER LINE
 Operated for United States Shipping Board
 by

ATLANTIC GULF & ORIENTAL STEAMSHIP CO.
 ADMIRAL ORIENTAL LINE—Agents.
 Hongkong and Shanghai Bank Building.
 Telephone Nos. 2477, 2478 and 795.

NORDDEUTSCHER LLOYD BREMEN.



FAST EASTERN PASSENGER
 AND
 FREIGHT SERVICE.
 NEXT SAILINGS:

STREAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
*ACCOMMODATION FOR 100 CABIN CLAS AND 150 INTERMEDIATE CLAS PASSENGERS.	SHANGHAI AND JAPAN.	GENOA, ANTWERP, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
"FULDA"	19th August	22nd August, 1925
"PFALZ"	19th September	14th October, "
"SCHLESSEN"	10th October	14th November, "
"THIER"	7th November	12th December, "
"HAARBRUECKEN"	5th December	12th January, 1926
"COBLENZ"	2nd January	7th March, "
"FULDA"	30th January	14th April, "
"DERFELINGER"	27th February	1st May, "
"THIER"	27th March	29th May, "
"HAARBRUECKEN"	24th April	

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.
 2, Queen's Building, Chater Road.

Agents, HONGKONG.

CANADIAN PACIFIC



HOME VIA CANADA

Future Sailings to VANCOUVER via Shanghai and

Japan Ports and Atlantic Connections.

Leave Hongkong	Arrive Vancouver	Leave Vancouver	Due Quebec	Due Southampton
Empress Australia Aug. 7	Aug. 26	Empress Scotland Sept. 2	Sept. 9	Sept. 9
Empress Asia Aug. 20	Sept. 7	Empress France Sept. 13	Sept. 23	Sept. 23
Empress Canada Sept. 4	Sept. 21	Empress Scotland Sept. 30	Oct. 7	Oct. 7
Empress Russia Sept. 17	Oct. 5	Empress France Oct. 14	Oct. 21	Oct. 21

Choice of accommodation on these ATLANTIC steamers actually held for sale in offices at ports of call in the Orient.

FOUR TRANS-CONTINENTAL TRAINS DAILY FROM VANCOUVER STOP-OVER ALLOWED AT ALL POINTS.
 Standard Sleeping Cars—Compartments—Drawing-Room—Dining Cars

Canadian Pacific HOTELS at VICTORIA, VANCOUVER, ROCKY MOUNTAIN RESORTS, CALGARY, WINNIPEG, MONTREAL and QUEBEC

DOMINION EXPRESS TRAVELLERS' CHEQUES issued at all Canadian Pacific Offices—Payable Everywhere.
 BAGGAGE INSURANCE sold at all Canadian Pacific Offices.

HONGKONG—MANILA—HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 12	Aug. 14	EXPRESS AMIA Aug. 15	Aug. 17
Aug. 25	Aug. 28	EXPRESS CANADA Aug. 29	Aug. 31

Steamers arrive MANILA early morning and sail in evening of following day.

CANADIAN PACIFIC SERVICE THROUGHOUT

Passenger Department: Tel. C. 752. Cables: GACANPAC.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
 Through Bill of Lading issued to all Overland common points in U.S.A. and Canada.
 Through passage rates to Europe via America: G.2405, G.2420, G.2440

KAGA MARU
 MABELLES, LONDON & ANTWERP via Singapore Ports.
 KAMO MARU
 HAMBURG via LONDON & ROTTERDAM & Ports.

LIMA MARU
 LIVERPOOL via ADEN & MARSEILLES.
 TOYOHASHI MARU
 SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU
 NEW YORK and/or BOSTON via PANAMA.
 BUENOS AIRES via Singapore, Durban & Cape Town.
 BOMBAY via Singapore & Colombo.

TAMBA MARU
 CALCUTTA via Singapore, Penang & Rangoon.
 NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU
 SHANGHAI, KOBE & YOKOHAMA.

KASHIMA MARU
 HAKONE MARU
 For further information, apply to—
 Telephone: Central Nos. 392, 393 & 2423

NIPPON YUSEN KAISHA.
 S. KINOSHITA, Manager.

SHIPBUILDERS,
 SHIP REPAIRERS,
 BOILER MAKERS,
 FORGE MASTERS,
 OXY-ACETYLENE AND
 ELECTRIC WELDERS,
 MECHANICAL AND
 ELECTRICAL
 ENGINEERS.

THE TAKAO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED.
 DRY DOCK.
 Length 787 Feet
 Length on Blocks 750 Feet
 Depth on Centre of
 SH (LOWEST) 24 ft. 6 ins.
 THREE SLIPWAYS.
 Capable of Handling Ships up
 to 3,000 Tons Displacement.
 Electric Crane at Sea Wall, Capable of
 Lifting 100 Tons at 76 Feet Radius.

BUTTERFIELD & SWIRE, Agents.
 HONGKONG, CHINA & JAPAN.

Tel. Address: "TAKAO DOCK, HONGKONG."
 Telephone No. 511.
 Only "P.L." "C" OVER "AND, PENANG."

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

KOBE via MOJI
 STRAITS & CALCUTTA
 YOKOHAMA via KOBE

"NAMSANG" ... Saturday, 1st Aug., at Noon.
 "KUMSANG" ... Thursday, 13th Aug., at 3 p.m.
 "KUMSANG" ... Friday, 14th Aug., at 7 a.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE ... EVERY TEN DAYS
 SHANGHAI—HONGKONG—JAPAN LINE ... EVERY THREE DAYS
 HONGKONG—MANILA LINE ... EVERY SATURDAY From Box Post
 HONGKONG—HAIPHONG LINE ... EVERY SUNDAY From Box Post
 HONGKONG—BORNEO LINE ... EVERY TUESDAY
 HONGKONG—TIENTSIN LINE ... EVERY THURSDAY
 HONGKONG—BANGKOK LINE ... EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
 GENERAL MANAGERS

Telephone Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"PEMBROKEFRIFE"	...			
"GLENVIEW"	...			
"GLENVIEW"	...			
"GLENVIEW"	...			
"GLENVIEW"	...			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
 THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 215 sub-23, and Central 2386.

AMERICAN FAR EAST LINE

OPERATED FOR

UNITED STATES SHIPPING BOARD

By STRUTHERS & BARRY, Managing Operators.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES
 FROM HONGKONG BY DIRECT ROUTE
 (23 days to San Francisco, 25 days to Los Angeles)

U.S.S. "WEST IVAN"	...	Due Hongkong 2nd Aug.
U.S.S. "WEST FARALON"	...	Leave Hongkong 4th Aug.
U.S.S. "WEST FARALON"	...	Leave Hongkong 14th August.
U.S.S. "WEST FARALON"	...	Leave Hongkong 18th August.

TO MANILA AND ILOILO.

U.S.S. "WEST CAJOOT"	...	In Port
U.S.S. "WEST CAJOOT"	...	Leave Hongkong 25th July.
U.S.S. "WEST SEQUANA"	...	Due Hongkong 11th August.
U.S.S. "WEST SEQUANA"	...	Leave Hongkong 13th August.

For Full Information, Apply to—

STRUTHERS AND BARRY,
 L. EVERETT, Inc.,
 General Agent,
 Japan, China, Philippine Islands,
 Indo-China, Straits Settlement.

HOLLAND EAST ASIA LINE

of the United Netherlands
 Navigation Company.

Regular Four-weekly Service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore
 and
 Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and
 North Continental Ports

SAILINGS FOR EUROPE:

"OLDEKERK"	...	11th Aug., 1925
"GEMMA"	...	Beginning of Sept., "

ARRIVALS FROM EUROPE:

"GEMMA"	...	28th July, 1925
"OLDEKERK"	...	11th Aug., "

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN,

Agents, York Building.

HAMBURG AMERIKA LINIE.

COMBINED FREIGHT AND PASSENGER SERVICE.

SAILINGS FOR SHANGHAI AND JAPAN.

S.S. KUERT BUELOW ... due from Europe ... about 10th Aug.

NEXT SAILINGS FOR EUROPE.

MARSEILLES, ROTTERDAM, HAMBURG via MANILA,
 SINGAPORE, COLOMBO AND PORT SAID.
 M.V. HERMLAND ... on or about 16th Aug.

For freight, passage and further particulars please apply to

JEBSEN & CO.,
 Canton—OAKLAWITZ & Co.
 Macao—A. A. de Mello.
 Swatow—Koon Bros.
 Amoy—C. M. K. Koon.
 Foochow—SHEWAN & KNOX.

12, Pedder Street.

Tel. C. 2225.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 7th August
S.S. "MERTON HALL" ... " ... 19th August

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

S.S. "ELMHORNBANK" ... via Suez Canal ... 1st September

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF TOKIO" ... 2nd August
For MANZILLA, LONDON, DUBLIN & HAMBURG.

MODERATE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

S.S. "SURAT" ... Sails Hongkong, End July
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.
Through Bills of Lading issued to Beira, Quilimane, Inh. Port Amalia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

S.S. "ANTIOCHUS" ... via Suez Canal ... 28th July
S.S. "CITY OF BEDFORD" ... via Suez Canal ... 4th August
S.S. "MERTON HALL" ... via Suez Canal ... 19th August
S.S. "LAOMEDON" ... via Suez Canal ... 23rd August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

NEW YORK

S.S. "SLAVIO PRINCE" ... 5th August, 1925

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
King's Building

Telephone Central 3165

Telegrams Faranline.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in disease arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, eruptions and glandular swellings, bad legs, abscesses, ulcers, eruptions, pox, rheumatism, gout, and Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Debility and Chronic Weakness.

VETARZO REGULATORS. (Sole and Exclusive)

Solely Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak W. W. London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by Leading Chemists.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)
MAIL AND PASSENGER SERVICES
SRI LANKA, JAVA, BURMA, ORIENT, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"BOUDAN"	8,896	8th Aug.	Singapore, Penang, Colombo & B'way
"KASHGAR"	9,005	8th Aug. Noon	Marselles, Cass. Blanca, London A'werp. & Hull
"ALPORE"	5,272	Aug.	Singapore, Penang, Colombo & B'way
"SIGILLIA"	5,813	20th Aug.	Singapore, Penang, Colombo & B'way
"MACEDONIA"	11,089	22nd Aug.	Marselles & London
"KIDDERPORE"	5,334	27th Aug.	Marselles, Cass. Blanca, L'don. & Antwerp
"NARKUNDA"	16,227	5th Sept.	Marselles & London
"KHYBER"	8,114	19th Sept.	Marselles, London & A'werp. & Hull
"KARMALA"	8,138	3rd Oct.	Marselles, London & A'werp.
"BOUDAN"	8,896	15th Oct.	Singapore, Penang, Colombo & B'way
"MALWA"	10,941	17th Oct.	Marselles & London
"SIGILLIA"	5,813	19th Oct.	Singapore, Penang, Colombo & B'way
"KHYBER"	8,114	31st Oct.	Marselles, London & Antwerp
"MANTUA"	10,902	14th Nov.	Marselles & London
"KALYAN"	8,144	28th Nov.	Marselles, London & Antwerp
"MOREA"	10,911	12th Dec.	Marselles & London

BRITISH INDIA-APCAR SAILINGS

"TAIRA"	7,923	5th Aug.	Singapore, Penang & Calcutta.
"KALYAN"	7,923	14th Aug.	do.
"TALMA"	10,000	3rd Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	8th Aug.	Mand. Sandakan, Thursday
"TANDA"	4,500	2nd Sept.	Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	4,500	7th Oct.	do.
"ST. ALBANS"	4,500	4th Nov.	do.
"TANDA"	4,500	2nd Dec.	do.

The P. & O. S.S. Co. Ltd. Steamers will also call at Shanghai, Hanoi, Java, Kolombangga, Timor, Timor, or other ports en route as inducement offers.
Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, THE P. & O. Royal Mail Steamers to London via Suez Canal. [San Francisco, etc.]
The P. & O. Royal Mail Steamers to London via Suez Canal.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KHYBER"	8,144	7th Aug.	Shanghai, Moji & Kobe.
"TANDA"	8,958	11th Aug.	Moji, Kobe & Yokohama
"NARKUNDA"	16,227	21st Aug.	Shanghai
"KARMALA"	8,138	4th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	8,090	12th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe
"BOUDAN"	8,896	18th Sept.	Shanghai, Moji & Kobe.
"KHYBER"	8,114	2nd Oct.	do.
"SIGILLIA"	5,813	2nd Oct.	Shanghai & Kobe.
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"MANTUA"	10,902	17th Oct.	Shanghai, Moji & Kobe.
"KALYAN"	8,144	1st Nov.	Shanghai & Kobe
"TANDA"	8,958	1st Nov.	Moji, Kobe & Yokohama.
"ARAFURA"	8,090	7th Nov.	Moji, Kobe & Yokohama.
"MALWA"	10,941	14th Nov.	Shanghai, Moji & Kobe.
"A STRAMER"	do.	28th Nov.	do.
"BOUDAN"	8,896	28th Nov.	Shanghai & Kobe.
"MACEDONIA"	11,089	12th Dec.	Shanghai, Moji & Kobe.
"ARAFURA"	8,090	12th Dec.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Hongkong must defray their own hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Cornhill Road, Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Ocean Steamers having good accommodation for First-Class Passengers, Electric Lights and Fans in Staterooms, Wireless and Excellent cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 2 or 10 Days)

Arrivals and Departures from the Company's Wharf (near Rialto Pier).
Round Trip Tickets will be issued from Hongkong to Fuchow (Fuchow Anchorage) and return by the same steamer by the "YALOWING", "HAIKONG" and "HAIKONG" at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Manager.

CHINA NAVIGATION CO., LIMITED.

Sailings Temporarily
Suspended.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone Central 22. Agents.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, Ltd.

CONSIGNEES of CARGO from New Zealand and AUSTRALIAN PORTS are informed that all general Cargo for Hongkong by S.S. "TAIYUAN" has been Discharged at MANILA and Transhipped there at the Risk of the Owners of the Goods to S.S. "KENDAL CASTLE" arrived Hongkong, 21st JULY, 1925.

BUTTERFIELD & SWIRE.

Agents.

Hongkong 21st July 1925

AUSTRALIAN-ORIENTAL LINE, LTD.

DODWELL & CO., LTD.**NEW YORK BERTH**

LOADING FOR MANILA, BOSTON, NEW YORK.

S.S. "BOLTON CASTLE" ... Sails 30th July

LYDD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUMS).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

\$66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "LACONIA" (cargo only) ... Sails 7th Aug.

M.S. "ESQUILINO" (cargo only) ... Sails 10th Aug.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails 25th June

M.S. "ESQUILINO" ... Sails 31st Aug.

RATAL LINE OF STEAMERS

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... sails 1st September

S.S. "UMZUMBI" ... sails 1st October

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1036.

Agents.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamer	Next Sailing from Marseilles	From Am. at High and Sailings for S'Am. and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGERS	3rd July	1925	4th Aug., 1925
PAUL LECAT	17th July	"	1st Sept. "
AMBOISE	31st July	"	15th Sept. "
CHARENTAIS	14th Aug.	"	29th Sept. "
PORTHOS			13th Oct. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A. CLASS (1st Class) ... \$ 85.00. Oct. B. CLASS (1st Class) ... \$ 55.00. Oct.
C. CLASS (2nd) ... \$ 65.00. Oct. D. CLASS (2nd) ... \$ 45.00. Oct.

Through Tickets to London, and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

Sailing for HAYE ANTWERP

S.S. "MIN" from DUNKIRK, LONDON & HAYE is due

to arrive about 20th August.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone Central 740

S. QUERE'S Bureau.

12

COGNIGNATION—TRANSIT—REPRESENTATION.

Radio Traffic with Canton is suspended until further notice.
Interport Radio Telegrams are subject to delay of 2 hours.
The Radio Office will be closed from 8 p.m. to 9 a.m. until further notice.
Messages in Code must have name of Code used included in text.

FROM	PER	DATE
STRAITS	Nampong	29th July
JAPAN	Kamo Maru	31st July
MANILA	Pres. Taft	31st July
MEXICO	Pres. Madison	31st July
CANADA, U.S.A., JAPAN & SHANGHAI Europe via Negapatam (Letters & Papers, London, 2nd July)	Emp. of Australia	31st July
SINGAPORE	Camlin	1st August
SAIGON	Paul Lecal	4th August
SHANGHAI	Angers	4th August

FOR	PRE.	DATE
Macao, Shikhi via Macao	Sui Tai	Wednesday, 29th 7.15 A
Macao	Chunchoo	3.00 P
Formosa, Japan, Honolulu and South American Ports via San Francisco	Rakago Maru	Thursday 30th, 10.00 A
Saigon and South Africa	Manila Maru	10.00 A
Swallow	Hydrangea	2.00 P
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt, & EUROPE via Marseilles—due Marseilles, 30th August	Enigo Maru	Friday, 31st, Registration 1.00 P Letters 2.00 P
		—AUGUST—
		Saturday, 1st,
Swallow, Amoy and Formosa	Heian Maru	9.00 A
Shanghai, Japan, Honolulu, Canada, U.S.A., U.C. & America, & EUROPE via SAN FRANCISCO—due San Francisco, 25th August	Proa Tafi	Parcels 11.00 A Registration 2.15 P Letters 2.30 P
Shanghai, Japan, Canada, U.S.A. & S. America & Europe via Victoria, B.O.—due Victoria, 21st August—		
and Europe via Siberia (correspondence specially superscribed "via Siberia" only).	Proa Makison	Parcels 11.00 A Registration 2.15 P Letters 3.00 P
Japan	Namsung	Thursday, 4th, 10.00 A
Saigon, Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 5th Sept.	Angers	Registration 10.15 A Letters 11.00 A
Shanghai and Japan	Paul Locat	Noon
Hoihow, Pakhoi and Haiphong	Tokyou Maru	Friday, 7th, 8.30 A
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE, via Marseilles—due Marseilles 8th Sept.	Kashgar	Parcels 7th, 5.00 P Reg. 8th, 9.15 A Letters 10.00 A

*Correspondence bearing vessel's name only.

July 28th, 1983.	
ON LONDON.—	
Telegraphic Transfer ..	9/8 1/2
Bank Bills, on demand ..	9/15 1/8
Bank Bills, at 30 days' sight ..	9/4
Bank Bills, at 4 months' sight ..	9/4
Credits, at 4 months' sight ..	9/4
Documentary Bills, 4 months' sight ..	9/4 1/2
ON PARIS.—	
Bank Bills, on demand ...	1,190
Credits, 4 months' sight ..	1,200
ON NEW YORK.—	
Bank Bills, on demand ..	56 1/2
Credits, at 30 days' sight ..	57 1/2
ON BOMBAY.—	
Telegraphic Transfer ..	154
Bank Bills, on demand ...	
ON CALCUTTA.—	
Telegraphic Transfer ..	—
Bank Bills, on demand ..	—
ON SHANGHAI.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	
ON YOKOHAMA.—On demand	137 1/2
ON MANILA.—On demand	113 1/2
ON SINGAPORE.—On demand	80 1/2
ON CANTON.—On demand	138
ON HANKOW.—On demand	nom.
ON SAMPUR.—On demand	—
ON BANGKOK.—On demand	80 1/2
GOVERNMENT, Bank's Buying rate	88 1/2
GOLD LEAF, 100 fine, per tael	—
SILVER, per oz.	32 1/16

Head Office: Hongkong.

Authorised Capital	\$50,000,000
Issued and Fully Paid-up	\$20,000,000
Reserve Funds:—			
Sterling	\$4,500,000
Silver	\$26,500,000
Reserve Liability of Proprietors	\$20,000,000

Court of Directors:

G. M. Young, Esq., Chairman.	
H. P. White, Esq., Deputy Chairman.	
G. M. Bernard, Esq.	Hon. Mr. A. O. Lang
H. Bell, Esq.	W. L. Pattenden, Esq.
H. Compton, Esq.	J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak.	T. G. Weall, Esq.

Chief Manager
A. H. BARLOW, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

THE Business of the above Bank is conducted by the **HONGKONG & SHANGHAI BANKING CORPORATION**. Rules may be obtained on application.

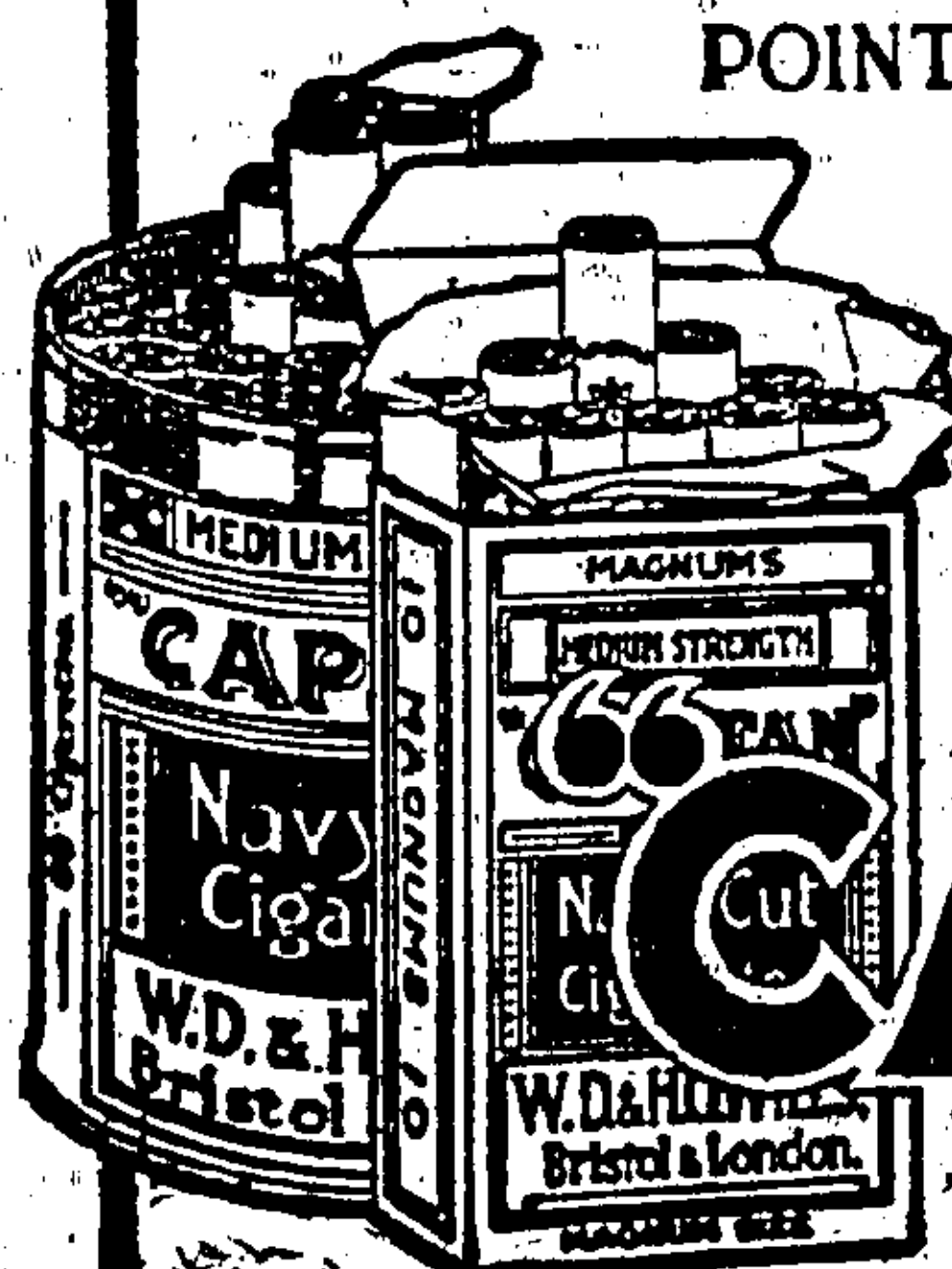
Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at $2\frac{1}{2}$ per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the **HONGKONG & SHANGHAI BANK** to be placed on **FIXED DEPOSITS** CURRENT RATES.

For the **HONGKONG & SHANGHAI BANKING CORPORATION**,
A. H. B. BLOW,
Ct. - Manager,
Hongkong, 1st January 1885.

Longlong, September 8th, 1931.

Machine-Made Cigarettes are uniformly well made. Each paper receives its proper quota of tobacco leaf and is rolled to the correct degree of "tightness." This Uniformity is impossible to attain under any other process.



ASK THE MAN WHO KNOWS

This advertisement is based by the British-Japanese Tobacco Co. (China) Ltd.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

MR. ALBERT S. JONES, JR.

Agents.

HONGKONG HANNAH REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1924.
Revised by the Members.
PRICE 25
DAILY PRESS OFFICE.

Hongkong, September 8th, 1931.

Subscribed Capital	Fr.	72,000,000.00
Paid-up Capital	Fr.	68,409,909.99
Reserve Fund	Fr.	58,887,282.54

His Honor, J. H. May, 1918

HONGKONG BLANC
4, Des Voeux Road, C
Hongkong, 30th May 1925.

100-1-1711-11-C-1

DESCRIPTION.
M. J. HERBSOELL

London Bankers
The Lloyds Bank, Limited,
LOOK POONG SHA

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